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In 56 major events of 1868, riders on avons tyres achieved 18 lates, st 2nds and 45 ards

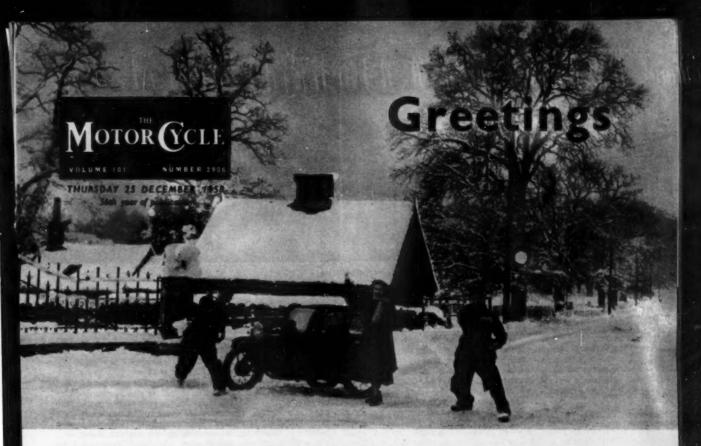
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Editor Assistant Editor
HARRY LOUIS GEORGE WILSON

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HE enthusiast loading parcels and holly into the sidecar boot turned and grinned. His look was a mixture of pleasure and bewilderment and held an I'm-really-doingthis-for-the-womenfolk-and-children hint; but that grin! It was partly in enjoyment and partly in greeting to another enthusiast similarly interested and similarly occupied. Christmas traditionally draws all of us much more closely together. In the world of motor cyclists, closely knit as it always is, this kinship is perhaps more keenly felt than in other spheres. So we of The Motor Cycle feel at this Christmas time each year. We send you our cordial greetings wherever you may be, in whatever land and in whatever circumstances. To you, Tom, you Dick and you Harry, we extend seasonal good wishes for a very merry Christmas.





# Occasional Comments

### A Happy Christmas

HEARTILY wish all my readers—some of whom have been loyal to me for over half a century—every possible happiness this Christmas. The feast has expanded widely in many directions since those early, simple days when it exclusively commemorated the birth of the Redeemer. I suppose its two main emphases today outside religion are the family and the peace of the world. The Redeemer purified the first by teaching monogamy, and dedicated the long, slow road which ultimately leads to the second. So many of us observe it in all three different senses. Religion remains the most private thing in a man's life-perhaps because it is the most important-and can, therefore, lead to the sharpest divisions. Family life in one phase or another is part and parcel of us all as human beings. It has a secondary sense for motor cyclists. Our common hobby is a magical solvent which can weld the most dissimilar people into becoming great pals. It matters not whether we are white or coloured; rich or poor; learned or ignorant; Christian or pagan; conservative or communist. Our machines breed a most brotherly spirit between any pair of us. On this particular sheet of paper it is principally in that sense that we exchange the traditional wish. A very happy Christmas to you all!

### Scattered Family

THE imagination boggles as we devote a paragraph to imagining where or how some of the vast motor cycling family spend their Christmas. Anywhere on the map, in any of the possible jobs, dwellings, occupations and what-have-yous. Quite a few are in one or another of the services. One sometimes writes to me from a lighthouse. Another from gaol. A third may be sitting in a giant air liner while his personal attention is being more sorely tempted to wander towards a wee cottage in England than on any other day in the year. There is something galvanic about our common hobby. I really don't know why Christmas has such a trick of making my memory take a long trek down the years, recalling many a quondam intimate and not a few of whom I have had no news for many a year past, nor they of me. Wherever you may be, if we once met or rode together, all the best to you and yours.

### Going Home

POR quite a few, Christmas weather is vitally important and they do not as a rule sigh for a white Christmas full of chirpy robins. They are young and earn their living far from home, the old folks and maybe from a sweetheart, too. They don't expect to be free, perhaps, till lateish on Christmas Ewe and, come hell or high water, they intend to ride home braving, if necessary, fog. ice, freezing temperatures and all

the rest. I've had plenty of that in my time, and the weather has usually turned up trumps for me. The same to you, with sunshine at dawn and dry roads throughout.

### Out and About

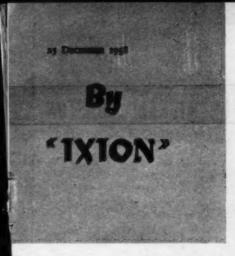
FOR some there are also Christmas "fun" rides to be considered. Motor cycling is a great digestive—more efficient than all the soda mints in the world. If you are tempted to eat too much at midday on the 25th, a spin on the model will put you to rights. The wind will scour any fumes out of your lungs and clear your head. Road undulations will assist your tummy in dissolving the most ridiculous mixture of eatables. You will enjoy your gallop—but take care. There won't be very much on the roads on Christmas Day and at such times we all tend to assume we can be less vigilant than usual. On Boxing Day the private motorist comes into his own and, with his car crammed by all the family plus relatives, he may not be in his most concentrative mood.

### Dogs on the Road

THE dog problem seems insoluble. I have given up keeping a dog to my measurable grief. It is a dog's nature to roam vast areas of country at its own will. The latest reform must be rated entirely laudable in terms of human life. But are the dogs of Britain to be deprived of all free running unless their owners are people with the leisure to take them on daily country walks off the road, plus several organized lamp-post parades at intervals throughout the day? Millions of dog owners cannot possibly exercise their pets daily in places where safety—both for dog and for other traffic—would be absolute. The ideal is that all dogs should be perfectly trained. What a hope! Many owners cannot even train their dogs not to bark without cause or to be clean in the home.

### Vertical Bends

A ROAD can obviously bend in two different planes—the horizontal and the vertical. Hitherto we have not been accustomed to regard vertical bends—the undulations—in a straight road as at all dangerous. Nevertheless, certain existing plans for the new motorways have recently required slashing alteration, simply because the vertical ups and downsalong certain straight sections were just a little too high and too deep. In my youth cyclists disliked the stretch of A1 between Stamford and Grantham because it was alleged to include 21 hills. Their grades were so slight that they never bothered motorists. In contrast, I can think of only one road where the vertical bends along straight sections used to bother



Left: A well-laden Christmas tree to delight the childrenand, if the truth were known, to please adults just as much!

Below: Overhead illuminations on Pouris Street, Woolwich, London, turn night into colourful day and add a cheery warmth to Christmas shooping the last word in the choice of family cars). What fundamental factor makes enclosed mechanism undesirable on a motor cycle? I can think of only two, or three if you take access seriously, but mechanism is as accessible on a scooter with hinged rear bodywork as it is on a Rolls with a hinged bonnet. One is fashion. We have grown up with naked motor cycles and we apparently assume that there is something girlish in having them covered up. The other is a suspicion that after a year's use the covering will probably rattle (it doesn't; and if it did, it could be easily silenced). I confess that the appearance argument weighs with me—probably far too much. It may be chiefly the fault of the naked, spidery wire wheels which never really harmonize with the solid central mass of an enclosure. Any prejudice in favour of a known fashion is usually short-lived. How we once laughed at American crewcuts, mackinaws, painted ties and such like. Now our teenage lads are all copying the Yank styles.

us, namely, the Carter Bar route to Edinburgh. Years ago that road was extremely narrow and the dips were as deep as they were numerous. When the level maximum speed of a 1911 T.T. Triumph was augmented by the drop down one of these dips, it would rush up to the opposite ascent at maybe well over 60 m.p.h. and visibility ahead as one approached the top of the rise became almost nil. If one met a car behaving similarly in the opposite direction there could be a nasty split second which accelerated the pulse enormously. Anyone who has travelled on French roads knows the danger of essaying to pass a fast-moving vehicle uphill when the top of the rise is less than, say, half a mile away—even if the road beyond the dip can be seen for miles. The reason is that an approaching car travelling at 80 or more can heave into sight suddenly on the empty road ahead and change the whole set-up in a couple of seconds (it is all a matter of the differential of performance available to the overtaker and overtakee). Similarly, on the new motorways, if cars 5ft high careering at 70 to 100 m.p.h. traverse a mildly dippy section, the dips can create a high degree of invisibility.

### Concerning Enclosure

HOW odd it is that motor cyclists create such a pooh-pooh about enclosed mechanism on their machines whereas car owners would have fits if theirs was not wholly enclosed. It almost sounds as if we expected trouble and resented any device which reduced access. Just fancy if Rolls-Royce suddenly announced that they had removed the bonnet lid from their latest models! Car designers enclose all their mechanism because it behaves better when enclosed, and though naked mechanism may be a thing of beauty to a small boy or an engineer, it is quite the reverse to the women (alleged to say



# One-way Ticket By MICHAEL CORSTON



TIM, you're not taking that thing out on the road are you? I mean. . . ." "Shut the garage doors," I interrupted as I turned on the petrol. "But the noise," he persisted; "an open megga in broad daylight, no tax, no insurance, you can't be serious." I snicked the foot-change lever up with my gloved hand. "I've never been more serious in my life," I said.

hand. "I've never been more serious in my life," I said.

I pulled the machine back on compression, took six quick steps and bumped on the sparse piece of rubber I laughingly call a seat. A cough. A splutter. Then 500 c.c. of hot gas hurtled down the exhaust pi,-e and out of the megaphone to explode into the atmosphere. At about the third firing stroke, all the windows in our quiet suburban road seemed to have faces at them.

Keep the revs down till she's warm, I thought. Hope the plug doesn't oil up. Along to the end of the road. Turn right and let her buzz a bit. What a din. Into second—must be doing about sixty and the traffic is reasonably thin. Damn; traffic lights—no, they're changing. Work her up a bit, but watch the traffic. People don't expect anything at this speed in a built-up area. She's warming up nicely; there is certainly something on She's warming up nicely; there is certainly something on the other end of the throttle wire now. Down to bottom for the sharp turn ahead, then swing out past that bus and on we go. Now give her some fist, create some more horses under that light-alloy tank and set them to work. Straight down the middle of the road. Look at the people staring at you from the pavements; look at them pointing. A racing five-hundred, hurtling down the main

them pointing. A racing five-hundred, hurtling down the main street. It must be a dream. It can't be true—yet you know it is....

I was not really interested in polishing the silver, but some-how in our household the job always came my way. So when the 'phone rang I grabbed it fast. One of the boys from the club wanting to borrow something, I thought. I picked up the receiver.

"Mr. Watts?" The voice sounded urgent. "Speaking." "Jim Watts?" "Yes." A brilliant piece of conversation this, I thought. "Doctor Grayson here." "Grayson?" "The Rollers Motor Cycle Club," he qualified. I fell in. "Oh, their club secretary. I remember you now, we met at your social. How are..." "I'm sorry, Mr. Watts. No time for that now," he broke in. "Is your bike in one piece? This is a matter of life and death." "Er... yes, it is actually. I've just rebuilt it and I can get 'seven two' in top."

"Do you know where Northrington is and how to get there?" I sensed his urgency now and replied quickly. "Yes, about a 100 miles from here. I know the road well. I have relations there. But what's this all about? Why the panic?"

He talked fast, punching out his sentences like a rivet gun. There is a boy dangerously ill in Northrington hospital. It's a long story but an operation went wrong. We have the answer to his problem, here in a small glass tube at the hospital. His voice then became metallic as if to emphasize the point. "That phial has got to be in Northrington in the shortest possible time. A police car can't cut through traffic like a solo and I knew you lived close

by here. Are you on?"
"On? I'm nearly there," I shouted down the mouthpiece in my excitement. "Good. I thought I could depend on you. Get down there as quickly as you can. Front entrance." I was halfway down the garden with my helmet on before he had replaced the receiver.

There was a reception committee waiting outside the hospital as I braked to a hait. Dr. Grayson was there, a helmeted police officer who looked very bewildered and a superintendent who looked very efficient. Grayson put something wrapped in a white cloth in my pocket and wished me luck. The superintendent said they would give me all the help they could and the police officer held up the traffic. A 100 miles to go as fast as I dared. I don't think my getaway would have disgraced Francis Williams in a Brighton sprint.

Brighton sprint.

It's the town work that's going to be the snag, I thought. There's a set of traffic lights ahead now. Do I jump them? The superintendent had had no time to brief me. No, they're changing. Give her the gun. More traffic lights, more, all the way down the street. But miraculously they change in the nick of time. It can't be luck—the superintendent must be trying to get me off to a good start! Ah, yes. I see a policeman operating a set by hand. This

be luck—the superintendent must be trying to get me off to a good start! Ah, yes. I see a policeman operating a set by hand. This is really top-priority motor cycling. Still he won't be able to arrange that sort of thing all the way.

Here comes the junction, the last major crossing before the open road. The police have not made this one. I suppose I must be moving too fast for them now. What a jan! Well, goodbye to the Highway Code for today. Down between the queue and the



pavement. Filter through. Look right, then left, and away we go ignoring the hooting and shouting behind. Up to the red line on the revmeter in bottom. Look out for the lorry ahead. He may be going to swing to the right. He is. Whoops—watch that bread van parked in the kerb. Shades of mass starts! This makes that bunch for the first bend feel positively loose!

It's a lot easier now, on the open road, cracking along with the needle on the 7,000 r.p.m. mark. Good job I have the Silverstone

sprocket on; the gearing is just right for road work.

Hullo, there's another solo ahead and he's not hanging about, either. Still, I must be closing on him by at least 40 or 50 m.p.h. He disappears over a rise and I lose sight of him. Ah, there he is again, much closer now. I can recognize the model by its rear again, much closer now. I can recognize the model by its rear mudguard. I owned one like it once—just about the fastest road-burner available. Well, he's going to get a nasty shock very shortly! Clear road ahead now. That's it. Give him the thumbs up as we go past. They'll never believe his story back at the club, anyway. The miles fly past steadily. We rush through villages at what seems like ten-second intervals: a 30 m.p.h.-limit sign, a

blur of buildings, a derestriction sign.

What's this ahead? Of all the bad luck. The road's up and signals are at red. On with the brakes. That ought to put rubber shares up a couple of points. What now? Single-line traffic and a lorry lumbering towards us blocking the way. Can't even jump the light; just ait tight and keep the engine spinning, but don't let

her die.

"Just what do you think you are doing, sir?" A country policeman with a push-bike stands at my side. Where did he apring
from, I wonder. "Do you mind if I have a look at your driving
licence, sir?" "Well, it's like this, officer..." "Will you stop your
engine, my lad. I can hardly hear myself speak." He starts to lean
his bike against the bank just as the red light changes to green.
I feel rather sorry for him when I realize there is not even a
registration number on the back of my bike for him to jot down.

As I press on, little panes of worry pieces my hear, just as they

As I press on, little pangs of worry pierce my brain, just as they do on the last lap of a race. Is everything O.K.? I lift the quick-release filler cap; there is plenty of petrol so that's all right. I pull back my glove and put the inside of my wrist on the oil tank. It feels warm enough, so the oil is still circulating. A slight turn

of my head and I can hear the bellow of the exhaust at 120 m.p.h. She's going like a dream.

Now the novelty of the ride is wearing off. I must get there in one piece. There is a fair bit of traffic now and the strain is begin-We are running into a big town. Through the outskirts in a flash. In the main street now and it seems completely blocked by some kind of procession. At last I see the landmark I have had in mind. A board reading "Northrington Welcomes Careful Drivers." I remember that I have to take the left fork for the hospital and slow because I also remember the hump-back bridge just round the bend. Steady: line her up straight before take off. Scrambles tactics don't pay on the road. Three hundred yards down here, turn right and there is the sign "Quiet Please, Hospital." Now that's a thought, Mr. Watts. Into neutral and you can coast the rest of the way. And look,

here is another reception committee.

"May I have the phial, sir?" I feel the touch of cramp in my hand as I take it out of my pocket. "There it is, safe and sound." He takes it and mutters barely audible thanks as he races up the

steps into the hospital.

I felt strangely deflated. It was all over now. I undid my helmet, gazing about at the small crowd that had gathered round. A police sergeant pushed his way forward. "They'll thank you afterwards, I expect." He must have seen my apparent disappoint-ment. "Oh, that's all right. I'm not quite down to earth again yet." He nodded understandingly, then asked cheerfully, "Have a good ride up?" I made the classic reply: "Nothing much to it,

a good ride up?" I made the classic reply: "Nothing much to it, really."

Without speaking he looked hard at the bike, particularly at the open trumpet. "Rather enjoyed it," I added, to break the heavy silence. The sergeant digested that thoroughly before he said: "Well, there is just one thing I hope you will remember, sir." "What's that?" I asked, puzzled. "I'm afraid you can't ride it back. You will have to go by train." Then he added with a wink, "Not that you would like to upset all the good people on the road by riding it back, would you, sir? Anyway, it'll be more comfortable by train." by train.

I couldn't speak, but I'll bet he understood all right from the

look I gave him!



# Home hold with the state of the

By BOB CURRIE

### A DO-YOURSELF-IN FEATURE FOR THE NOVICE MECHANIC

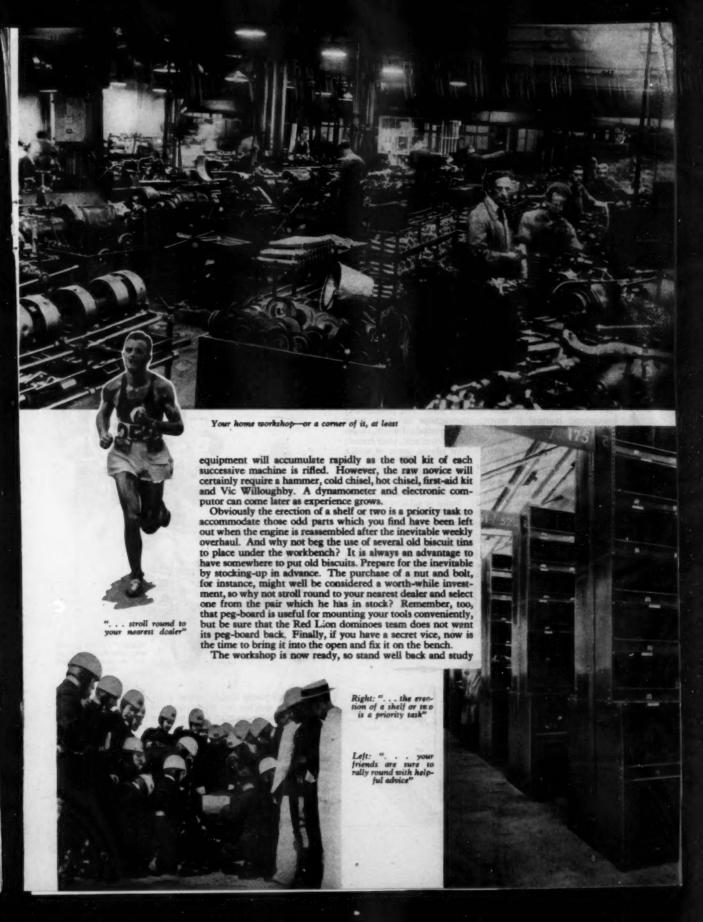
O Santa Claus has responded at last to those nauseating notes left for him on the parlour mantelpiece, has he? And now, as a result, you are the owner of a motor cycle. Well, hard luck, chum; maybe it isn't that sparkling new twin that he had on his sleigh (nice work, Santa, and thanks a lot— B.C.) but at least it has two wheels and an engine, hasn't it? So what are you beefing about? According to the official definition, it's a motor cycle—if you don't believe me turn up the T.T. regulations.

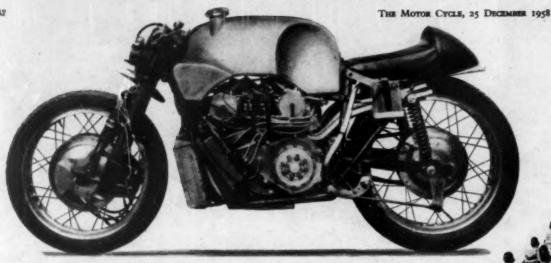
Welcome, then, to the brotherhood of the back yard. From now on you will be spending many happy hours in the small black shed in the corner (no, not that one, the one next to it). Stage 1 is to throw out the garden roller, lawn mower and other rubbish, for you will have no time for gardening in the future. That shed is to be your workshop, a creative haven of your very own.

It doesn't look much like a workshop at present, does it? Ah, but wait! The addition of just a few simple tools will make a world of difference. There is no need to splash your cash on anything rash right at the start, for your workshop









your new mount. Today's lightweight is simple and uncomplicated . . . It is a gold mine for the repair specialist. You will find that many of the routine maintenance tasks such as adjusting the contact-breaker points can be done standing on your head. Indeed, in many cases that is the only attitude in which they can be tackled. But the beginner should not heaitate to take on the most formidable-seeming jobs. The present-day instruction manual is written throughout in clear, lucid language which a child of ten can understand; if stuck, therefore, call in little Billy from next door. Better still, your friends are sure to rally round with helpful advice, some of which might even be to the point.

However amateurish your workshop activities, always endeavour to obtain a trim and tidy appearance to your work, for a smooth finish can hide a multitude of blemishes, as you have probably discovered already. Strive to achieve the Lacey rather than the lazy touch and you will find that the model will run much more sweetly and will remain under perfect

control most of the time.

In the beginning, however, before your workshop technique is fully developed, it may be that trouble will arise when you are out for a spin. Don't be too dismayed, for the remedy might be very simple. Shake the machine gently from side to side and listen for a swishing sound from the tank. If no such sound is evident, then even the veriest greenhorn can identify the cause of the stoppage: the battery is flat. A few strokes





Left: "The model ... will remain under perfect control most of the time"

with the tyre pump should restore it to its proper shape. But perhaps the trouble lies elsewhere? In that case, have you considered the undoubted advantages of becoming a member of the A.A. or R.A.C.? How comforting to be backed by a get-you-home service.

Luckily, even with your particular model, breakdowns such as that are so rare that they will probably occur only on every second run. Provided, therefore, my helpful advice has been thoroughly digested, there seems to be no reason why you should not go out on your next club run with Gay Abandon—assuming, of course, that you have paid your subscription and that Gay Abandon has not already promised to occupy the pillion of that smarmy blighter from across the road.



# eetings

At the completion of an outstanding year of progress, we would like to couple our good wishes for the Festive Season with the equally promising prospects of a most successful New Year.

# ARIEL

ARIEL MOTORS LTD., SELLY OAK, BIRMINGHAM, 29.

FOLLOW THE LEADER

for Motorcycling at its very best IN 1959

# COMPETITION Commentary BY RALPH VENABLES

# WHY SO SLOW?

PLEA FOR SPEEDY WORKING OUT OF TRIALS RESULTS : IS THE INDIVIDUAL CARD SYSTEM BETTER? : ELECTRONIC METER FOR SPECIAL TESTS

S a journalist I dread the trials season. Each Sunday night sees me sitting beside my telephone waiting for results of anything up to a dozen trials—and waiting is the operative word! I yearn for the scrambling and racing season when winners are announced within minutes of the finish—but even more do I yearn for that rara avis, the trials organizer who can complete his results, say, an hour after the last competitor has signed off. It can be done, yet organizers are often found poring over their master sheets long after midnight, resigned to the fact that such a state of affairs is unavoidable.

How do they go astray? As often As often ning by arranging for a back-marker to collect all the observers' cards as he closes the course-a fatal blunder which means that working out results cannot be started until the trial has finished. If, on the other hand, observers are instructed to take their cards to the finish, then the results team can keep pace with the trial. Ideally, as the transposing of marks from each observer's card is completed, the card from the next observed section should arrive on the scene. Thus liter-ally within minutes of the finish all that remains is to add up the lost marks and check off the award winners. As I say, an hour should see the job done and the results wallahs on their way home-not, of course, an hour's total work but an hour's work after the finish of the trial.

WITH eager eyes I scanned Bob Curric's article on Ross and Eileen Giles (December 11) and their individual-card system. But I still really cannot see why so many Midland Centre clubs use this method instead of relying on the 'time-honoured master sheet. Although I have corresponded with Ross Giles on the subject I am unable to appreciate why individual cards are preferable. The amount of transcribing and computing is identical in each case—and with a master sheet you have the advantage of a complete "picture" of the trial. To a reporter this is an enormous help but, more important, errors are more readily noticed when the entire results are laid out on one big surface.

FOR sheer speed it is impossible to beat the Tenterden Club's slick system of several teams reading observers' cards and dictating to typists; thus instead of transcribing to a master sheet the officials transcribe direct on to the stencils. The merits of the scheme were revealed at the regional-restricted Weald of Kent Trial the other weekend for, despite a large entry (nearly 150), a long course (35 observed sections) and a high loss of marks (varying from 56 to 150), complete results were on every competitor's breakfast table the next day. What a contrast to organizers who see nothing wrong in waiting at least a fortnight before getting everything sewn up.

SOME years ago, Cecil Burney (of Burney and Blackburne fame) wrote to me at great length on the desirability of abandoning the usual form of trials



One of the north's most promising youngsters— 20-year-old "Blackie" Holden: riding a 199 c.c. Triumph Tiger Cub he made third-best solo performance in the Northern Experts' Trial

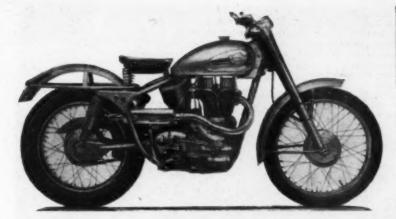
special test in favour of a test which laid stress on performance and silence (two attributes which, according to Burney, seldom go together). The Kings Norton Club's Aston Auto Trial on Boxing Day will have just the type of test advocated. Obtained with an electronic sound meter calibrated from nought to five, the noise figure will be multiplied by the number of seconds taken to accelerate from A to B. Methinks that

a crafty handful of steel wool stuffed into the silencer might gain more in quietness than it would lose in performance!

ARE you a numerologist? Peter Stirland once admitted to me that he was "sort of superstitious," but what do you make of this? For the fifth year in succession his number in the Southern Experts' Trial last Sunday was 21, it was the 21st trial in the series, it started on the A21 road, the date was December 21 and the number of Peter's house is 21. It only remained for him to win the trial with a loss of 21 marks for the fantastic picture to be complete!

UPHOLDING my contention that organizers of ordinary sporting trials should not allow time to become a major factor, Ted Jones (winner of this year's Welsh Two-Day Trial) writes from Bishop Auckland with a plea for more long-distance semi-sporting trials in which the time element is of prime importance. "Now that the Allan Jefferies Trial has reverted to its original form it appears that the Rossendale Enduro is the only semi-sporting trial in the north of England," he says—and goes on to wonder whether the refusal of British manufacturers to support next year's International Six Days' Trial in Czechoslovakia will cause the cancellation of the Welsh Three-Day Trial (hitherto little more than a selection test for our I.S.D.T. aspirants). "It is noticeable," adds Jones, "that nowadays virtually all I.S.D.T. experts have considerable scrambles experience—the inference being that in the absence of any British event comparable to the 'International' the selection committee has no alternative but to accept scrambling ability as the best guide to riders' probable prowess in an I.S.D.T."

A LAST-MINUTE decision by the Gosport Club has resulted in yet another scramble for the Christmas weekend. Recently I mentioned that prize money totalling nearly £260 was being paid in the five Christmas scrambles of which I was then aware; the advent of the Gosport event (at Portsdown Hill) has pushed up the total to well over £300. Have so many scrambles on the same weekend resulted in poor support from the riders? Certainly not where the Wiley Club's fixture at Pirbright is concerned; there a record entry of 276 includes nearly 30 sidecars!



### IMPRESSIONS OF CURRENT COMPETITION MOUNTS

Functional Three-fifty Blending Power with Docility By PETER FRASER

# Royal Enfield 346 c.c. Trials Works Replica

N spite of the high degree of specialization that goes into the A spite of the high degree of specialization that goes into the design and construction of present-day trials models, only a few can be ricden "as bought." In general, minor modifications are necessary to suit individual riders' needs. The 346 c.c. Royal Enfield Trials Works Replica, however, goes a long way towards meeting the majority of riders' precise require-The experience gained by factory teamsters in trials is evident in nearly every line, every feature and the machine incorporates many detail points that will be widely appreciated by devotees of the mud-plugging art.

The frame follows current Royal Enfield practice. clearance, with the machine unladen, is 8in, which proved adequate on a variety of South-Eastern Centre observed sections tackled during the test. Rear-chain adjustment is by notched, snail-cam adjusters, so that true wheel alignment can be obtained—and retained—without difficulty. The brake pedal is adjustable for height. The footrests are positioned 18½in in front of the rear-wheel spindle and, resulting from this rearward location, the folding kick-starter is so fashioned that the lower part of the crank lies under the right-hand rest.

On the timing cover is a plate which conceals an orifice for a rev-meter drive when the engine is used in certain export models. Removal of the plate gives ready access to the nut retaining the magneto driving pinion. Hence retirming can be effected without the timing cover being detached. A Lucas Wading magneto is specified. The tappet adjusters are accessible as soon as the inspection plate at the base of the pushrod tunnels is removed; the plate is held by one toggle nut. As there is neither a conventional oil tank (oil is carrier in a conventional oil tank (oil is carrier i there is neither a conventional oil tank (oil is carried in a compartment ahead of the crankcase) nor seat tube, there is ample space round the Amal Monobloc carburettor. So far as routine maintenance generally is concerned, the model earns full marks.

Starting was good whether the engine was hot or cold (but extreme care was necessary to avoid one's shins making violent contact with the right footrest). One of the chief attraccontact with the right footrest). One of the chief attractions of riding the machine was the way in which it would pull at gas-engine revs. With the long ignition lever set at the half-retard position the engine would plonk so slowly that the individual firing strokes could be identified. The 7.25 to 1 compression ratio, heavy flywheels, 22.6 to 1 bottom gear and utterly clean carburation provided such tractability that the rider could devote his whole attention to path picking.

Faced with a short, steep climb, it was necessary merely to push the ignition lever forward to full advance and tweak the throttle. Docility disappeared immediately and, with a throather the processing the picky tucked-in exhaust system, the machine

bark from the nicely tucked-in exhaust system, the machine would rocket forward. (In built-up areas, by the way, the exhaust note was a shade too sporting for complete tranquillity of mind.) Fast, loose climbs were tackled at speed on the 16.25

to 1 second gear and the bottom-end power was such that, even if the throttle had to be eased for a turn, speed could be regained without a downward gear change. Deep sand and mud could

without a downwaru gear also be dealt with in second gear.

The clutch was smooth in the period of Gear changing was positive. The clutch was smooth in operation and did not require adjustment during the period of the test. Spongy operation marred the efficiency of the front brake but the rear brake was amply powerful. Front and rear apringing proved to be on the firm side on the road but furnished positive handling on rough going and there was complete freedom from bottoming.

DATA:—Capacity: 346 c.c. Bore and stroke: 70mm × 90mm. Compression ratio: 7.25 to 1. Carburettor: Amal Monobloc. Gearatios: 22.68, 16.25, 10.58 and 7.56 to 1. Fuel capacity: 2½ gallons. Wheelbase: 53in. Seat height: 31in. Ground clearance: 8in. Weight: 309 lb. Price: £194 7s 9d; with purchase tax, payable only in Great Britain, £242 10s. Manufacturers: The Enfield Cycle Co., Ltd., Redditch, Worcs.

The Royal Enfield in The Royal Enfield in action. A few days after this shot was taken the author rode the machine in the Robin Sporting Club's Francis Beart Cup Trial, winning the 350 c.c. cup and making sixthest corformance over-hest corformance overbest performance over-all in a field of over 90



# A Mystery Tour

"LANDLOPER" Tests Your

Knowledge of the Countryside,

Motor-cycling Matters and

Other Subjects



A clue to (6): "... built by the Romans to keep out the wild Scots." This pict we was taken looking east from Cuddy's Crag

Y Norton outfit had been fettled, polished and tanked up, but I was still undecided as to the route for my special tour. I thought—a ridiculous thought, obviously—of making a round trip visiting all the . . (1) counties of England. Eventually I decided to set out for Stratford on Avon and leave the rest of the route to chance. As it was I made an

The result was that I had to push along smartly to get to Stratford by lunch time. In the last few miles I passed a solo and try as I might I could not get him off my tail. Eventually he followed me into the car park at Stratford and drew up beside me. I saw he had an elderly looking Triumph Speed Twin, though it was obviously kept in perfect trim. Full of boast he was—said it was a 1935 model "and going better than ever." It was not until I was half-way through lunch that I remembered that the first Triumph Speed Twin was made in . . . . (3) and I had obviously been having my leg pulled quite hard.

Scots.

A good night's sleep in a hotel in . . . . . . . (7), the Gateway to Wales, with the . . . (8) burbling by my window put me in a better frame of mind. Full of goodwill I set out like

The answers are on page 863. Points preceding the key references in brackets indicate the number of characters in the answers and the number of words

Wales. A few miles beyond Corwen I met a rider in trouble with his rear chain but between us we soon had a new spring link fitted. I was reminded of that dramatic occasion in . . . (10) when the primary chain of . . . . . . . . . . (11) Norton broke just as he was crossing the finishing line to win the Senior T.T.

The A5 took me along to Bettws-y-Coed. But I am afraid the road "improvements" made it seem a poor route compared with the first time I went along it on my . . . . (12) round-tank B.S.A.—one of the first made. It was very secondhand when I got it and I remember I bent the lever of the . . . (13) -speed gear box so that I could make foot changes and I thought I was a "real" motor cyclist. At Bettws-y-Coed I stopped to see the . . . . . (14) Falls and went on as far as . . . . . . . . . . (15) to see the view of Snow-don over Llyn Mymbyr. Then I doubled back to Bettws to take the . . . . (16) valley road to Blaenau Ffestiniog. Here the great scars of the . . . . . (17) quarries and the numerous mountains of spoil made a strangely impressive sight. The day was sunny, but it must be very depressing to live within sight of them in winter.

I kept heading south as I had for a long time wanted to see the sources of those two beautiful English rivers the . . . . (18) and the . . . (19) on Plynlimon. Unfortunately on that wild mountainside my map-craft was not too clever and as there are also several Welsh rivers coming from the same mountain, I am still a bit doubtful if I did, in fact, see

e right ones.

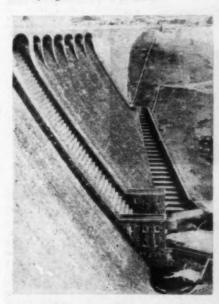
The morning dawned wonderfully bright for my ride into Rhayader and up the . . . . (20) Valley to the Claerwen Dam. What an audacious feat of engineering it is! Then I pushed on quickly for I wanted to spend the night at Tenby by the

sea. I felt a little guilty of hurrying past such grand scenery and I hardly had time to pause and look at the . . . . . (21) Oak, Carmarthen, which, despite Merlin's prophecy, is going to be moved to make way for road improvements.

I spent the next day pottering along the lovely Pembrokeshire coast. I crossed by the Neyland Ferry at the great fishing port of . . . . . . (22) and then pushed on by lovely Solva to . . . . . . (23), the smallest city in Britain. However, I remembered that I had half promised to attend a family birthday party at Exmouth two days later. So the next morning I set out on a great sweeping run through South Wales, over the Severn—just avoiding Bristol, home of the late-lamented . . . . . . . . . . . . . (24) machines—and by nightfall was at Dunster.

What a change to ride in the green lanes of Somerset after the harsh Welsh winter countryside! It must have been even more delightful before farmers used machines. I was discussing this subject with a farmer and he pointed out that the first tractor, an . . . . (25), made its appearance in . . . . (26)—the same year as The Motor Cycle was founded. Of course, tractors took a lot longer to get established—they had no "Ixion" to help them! Then I dutifully headed for Exmouth and the birthday party.

Some families may spend such a reunion recalling how Aunt Aggie had an operation, but the "Landlopers" roam the roads of England back and forth over time and mile. We laughed again about the day that dad's model petered out eight times in aboux 100 miles before he located the



Above: Claerwen Dam, built in a famous valley—see (20). Below: The answer to (7) gives you the name of the town in which this picture was taken

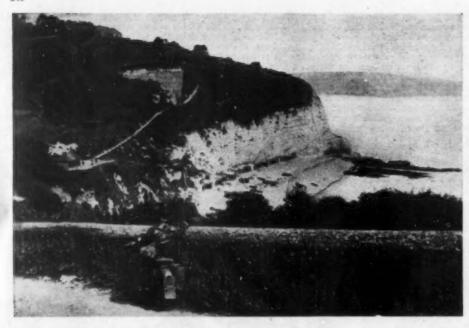




Above: Near Bettws-y-Coed
"Landloper" stopped to admire these falls (14)



Right: This is the oak in Carmarthen which is to be moved under a road improvement scheme (21)



Left: A clue to (33)—one of the most charming of Devon coast villages. Below: Is this rider trying to locate a plover, an albatross, a dolphin or a hitle ant? In which ranges would he find them? (46

trouble. Petrol was there, the plug showed a healthy spark—but the engine just would not keep going. Eventually the bother was found to be caused by a choked filler cap

Brother Fred is one of those riders who always will have the biggest he can get. He was telling us that he had just ordered a . . . . . . (28), the biggest single now in production—and he always boasts that in . . . (29) he had ridden one of the first Ariel Fours. They were of only . . . (30) c.c. at that time but, of course, they were the latest thing and just Fred's cup of tea.

We recalled the car park attendant in the nearby market town who claimed infinite superiority for his Tiger Cub because it was "200 c.c., not 197 like those two-strokes." Not even the sight of the figures in *The Motor Cycle* buyers' guide would convince him that the capacity was only . . . (31) c.c. The loss of "power" was too much for his pride! However, size is not everything and we heard again from dad of the prestige of riding a . . . . . (32) in the days when they were barred from certain events because their variable gear was such a success. But all good things have to come to an end and we had to call it a night eventually and turn in.

Next day I had to set course for London. I drove along the coast through those delightful Devonian sounding places of Budleigh, Branscombe and thirsty sounding . . . (33), following Lyme Bay right round to Dorchester, famous as the centre of the . . . . (34) country. It is strange how these literary associations become widely known—such as Arnold Bennett and the Potteries; Mary Webb and . . . . . . . (35) and the Brontës and . . . . . . . . . (36). Few people read the books but the places live on the fame.

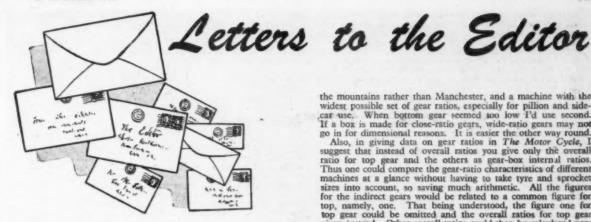
I spent the last night of my tour at Weymouth and had a delightful trip to . . . . . . (37) where much of the stone for London's buildings was—and still is—quarried. And so the final day dawned and I sped through Blandford to Salisbury, which has the tallest . . . . . . . . (38) in England. There was time to spend an hour or so looking at Stonehenge and its neighbour, Woodhenge, which was discovered by an . . . . . (39).

From then on it was a main-road run home, enlivened by



I stopped at Staines for a smoke before getting into the heavy traffic heading for London. There were the usual amateur oarsmen and I wondered how many knew the rule of the river—keep to the . . . . (43). It is fortunate for them that the river police are not so hot as their land-based brothers. What a wonderful river it is. Old Father Thames we call him—not knowing how old he is—but we do know that the oldest bridge over his swirling waters is at . . . . . (44).

And so home at last. I am sorry that I had to leave all these gaps in the article, but I did not know where I was going and couldn't take all my Ordnance Survey maps with me—there are . . . (45) in the latest edition covering England and Wales. Hence I am a bit vague about some of the details. I hope you can fill them in.



### Two-stroke Capacity

Should the Revs and the Power be Halved?

K. A. HULSE seems to have forgotten a most important noint in his scaled-up Fox 29R 5 c.c. engine. I am not speaking from experience, but would 20,000 r.p.m. be a great exaggeration for the peak of a model aircraft engine and maybe half that for a 125 c.c. two-stroke racing engine? If that is so, then 25 b.h.p. becomes 12½ b.h.p. plus a little for increased efficiencies at the lower revs. P. M. SKILLEN

Shotton Colliery, Co. Durham.

### Gear Ratios

Give Gear-box Internal Ratios for All Except Top

'AN "Hot Toddy" (November 20) be mad? Bottom gears are usually too high. There are other reasons for going up a hill than merely living there. Given the choice, I'd choose

the mountains rather than Manchester, and a machine with the widest possible set of gear ratios, especially for pillion and side-car use. When bottom gear seemed aoo low I'd use second. If a box is made for close-ratio gears, wide-ratio gears may not go in for dimensional reasons. It is easier the other way round.

Also, in giving data on gear ratios in The Motor Cycle, I suggest that instead of overall ratios you give only the overall ratio for top gear and the others as gear-box internal ratios. Thus one could compare the gear-ratio characteristics of different machines at a glance without having to take tyre and sprocket sizes into account, so saving much arithmetic. All the figures for the indirect gears would be related to a common figure for top, namely, one. That being understood, the figure one for top gear could be omitted and the overall ratios for top gear given instead. Other overall ratios could then be calculated very COLIN BAKER simply if necessary. Shrewsbury.

### The Traffic Problem

Limitation the Ultimate Solution?

THINKING of the silly case of an M.o.T. examiner asking questions about stopping distances when conducting a driving test made me consider the world of motoring in general. The instance of the examiner is silly because no driver who has to make an emergency stop has time to calculate stopping distances. I could reinforce this case with other facts. However, let us look at the main problem, the solution of which should solve all other problems.

Parliament seemingly is determined to throttle (no pun intended) motoring. Drivers are not allowed to think for themselves; Parliament does it for them. Unfortunately Parliament does not ride with the driver. We began with (let us say) Belisha beacons and traffic lights. Then we got (I do not know



Just to remind us that there is still a sun Raymond Broad has sem this picture taken at Monte Carlo harbour. The machine in the fore-ground is a Peugeot the precise order) roundabouts, white lines, double white lines, zebra crossings, controlled crossings, brake and lighting tests to come, signs and regulations that are legion and new legislation every year. A no-limit road near to my home has the word stow painted on it beside a bus stop! To top all this we need only the return of the fellow who walked along in front of a car waving a red flag. Does this contribute to greater road Or to frustrated, irritable and uncertain drivers? What is the remedy?

The solution—unpleasant though it may be—is this: motoring must be limited to those who can afford an exorbitant road tax. Your readers will think of a dozen objections to this proposal (and I know them all); but I ask them to imagine what would happen if everyone free to put a vehicle on the road did so. This country has a population of about 50 millions. Every

person over 17 is free to buy a motor vehicle and put it on the road. If they all did so it would be insanity not to make motoring a privilege for a minority.

We must make a choice: have motoring brought to indescribable chaos and suffer the pernicious effect on our health by exhaust fumes, or limit the density of traffic. It is the inescapable choice. There is no other solution short of limiting the tempts of traffic and describes the background starting the choice. number of vehicles and drawing the lucky registration numbers JOHN NICHOLSON out of a hat.

North Shields.

### Carburettor Icing

Another Method of Overcoming the Trouble

FROM articles published in your journal I find that my LE Velocette is not alone with regard to icing-up of the carburettor. The method by which I have cured my problem may prove simpler and cheaper than some of those already mentioned Simply blank off the radiator on both sides, leaving a gap of 1 to 11 in all round at the front and covering up totally at the rear. The rear covering should be of heavy canvas or some similar material and in it, obviously, cut-outs should be made for the crankcase breather pipe and the rubber air induction pipe. This causes the air taken in by the carburettor to be preheated as it is made to pass through the radiator. D. J. BURY

Harlington, Lancs.

### Machines Too Costly

Would a Kit of Parts be Practicable?

FURTHER to the comments by E. W. Elliot in your issue for December 11 decrying the price of modern motor cycles, surely the answer lies in the do-it-pourself kit. Firms such as Fairthorpe and Lotus in the car field offer such kits with a saving of up to 40 per cent in purchase tax and assembly charges. Bearing this figure in mind, is it unreasonable to suppose that any of the major motor-cycle manufacturers in this country could market a kit for a five-hundred twin at about £160? Since the average motor cyclist is an amateur (or professional) mechanic anyway, the assembly of such a kit should hold no terrors for him. J. M. FREEMAN

Halifax.

### Service at 500 Miles

Discount for the Owner Who Does It Himself?

EXTENDING the principle of D. R. M. Vincent's idea of building a machine from a kit of parts (September 25), would it not be feasible for manufacturers to effect a reduction in the price of a new machine where a buyer undertakes to carry out the 500-mile service himself, thus saving the fee included in the maker's terms to the dealer?

It frequently occurs that the buyer, although fully competent to service his machine, conscientiously delivers it to the dealer at some cost in time and alternative transport for a full working day—this to suit the dealer's convenience. On taking over again, the owner finds that very little has been done as proved by essential bolts not having been moved. I refer to chain and steering-head bearing adjustments, brake settings, contact-breaker and tappet adjustments, battery top-up, engine bolts, cylinder-

head nuts and frame nuts.

All these parts settle down from new, but the owner must go over everything again to satisfy himself on safety grounds. Should he wish to see the work carried out in the dealer's workshop, very firm objections are made-but he is asked to sign the declaration just the same.

I am not suggesting that all dealers restrict their service to lavish use of a grease gun wielded by a young boy. I do state that many owners are fully competent to service a new model Where this condition applies an owner should be thoroughly. given a discount of the service fee without prejudice to the guarantee. Neston, Cheshire. THREENEWBIKES

### At Earls Court

Attempted Theft Thwarted by Quick Action

HAVING just read *The Motor Cycle* for December 11 I feel that I must add to the letter from P. F. Amiss. I also experienced an attempted theft at Earls Court, not of tools but of my motor cycle while I was lost in the glamour of the Show, of which I missed over two hours' enjoyment.

came: "Will the owner of YMU 23 please report to the police room?" What had I done. I wondered room?" What had I done, I wondered. It turned out that two youths had tried to steal my bike, but thanks to the quick observance of a fellow motor cyclist they had been apprehended and taken to the nearest police station, in which I spent about an hour or more. I ride a five-hundred Royal Enfield twin with coil ignition, the key for which was in my pocket. Through your columns I would like to thank the man who saw what the two H. A. MADDIN lads were up to.

R.A.F. Cardington.

### Attendants Interested Only in Taking the Money

WITH reference to the letter from P. F. Amiss (December 11), I, too, have had this experience, though not at Earls Court. To me it seems that attendants in vehicle parks gener-Court. ally are interested only in getting your money. On such occasions that I have been to Earls Court, the attendant has had my money even before I have parked, pointed to where I might park and transferred his attention to the next customer. When I have returned to collect my machine, no one has bothered me for the receipt. I have just walked in, started up and departed. In some parks I have found that the attendant has packed up and gone home even with the park still fairly

The answer, I think, is to make the park owners liable for any loss or damage where a charge is made for parking. have found, incidentally, that my machine is safer in the road where passers-by serve as a deterrent to the would-be thief.

London, N.W.10.

P. G. LEAD

P. G. LEADER

### Couldn't Care Less

Plan of Action for Those Seeking Service

REGARDING the letter from A. J. D. Cook (December 11) who has been a motor-cycle repairer for 32 years, what a way to run a business! It has been the experience of my friends and myself that, while on holiday on the Continent, provided one is prepared to pay, one can obtain almost instant service. I am fed up with the attitude that when one wants a machine repaired the dealer is doing you a great favour by touching it at all.

My suggestion to readers is first to look up in The Motor Cycle some of the dealers in their vicinity, then 'phone them and find out who will service their machine without undue delay. Then, provided the work is satisfactory, they should give that man support even if it means going out of their district; and above all they should tell their friends. G. P. NEIGHBOUR

London, N.10.

### Running Costs

Approximately 11d. a Mile for a Lightweight

HAVING read "Ixion's" paragraph on the cost of running a car (December 11), I totted up a few figures concerning my machine. It is a Triumph Tiger Cub bought in May 1956. I started keeping a record of all the money spent on the machine in January this year after it had already covered some 20,000



There was mud and to spare at the North Hants Club's Southern Scott Scramble (reported in last week's issue). This scene, from Heat 4, shows No. 99, A. A. Wicken (197 Greeves), leading No. 67, M. Jackson, and No. 171, R. Lindup, on similar mounts. No. 86, picking a crafty line on the left of the picture, is B. Creep (348 B.S.A.)

miles. Since then I have done 12,200 miles at a total cost just short of £57. Allowing and including £20 for depreciation during the year, the total running cost comes to 1.52 pence per mile. Forty-five per cent of the £57 was spent on petrol and 17 per cent on repairs and replacements. Petrol consumption worked out at 109 m.p.g. and oil consumption at 3,500 m.p.g.

The machine is used every day to and from work (ten miles) and about 150 miles are covered each weekend at a cruising speed of 45-50 m.p.h.

Regarding recent complaints about the ever-increasing weight of motor cycles, I would remind readers that a Tiger Cub weighs a mere 240 Ib with three gallons of petrol and half a gallon of oil aboard. This machine is indeed a lightweight with the performance of a three-fifty and it costs under £150. Greenford, Middlesex.

M. J. ESTALL

### Face Protection

### Plea for the Return of Mask-type Goggles

IT is interesting to observe that both men and women are becoming increasingly comfort conscious so far as face coverings are concerned. A few years ago our menfolk considered it sissy to protect their faces, goggles excepted, while women were reluctant to dress sensibly for fear of appearing a sight.

The majority of face coverings today appear to consist basically of scarves. Why do not goggles manufacturers make available proper face masks? At the Show I saw a full-length face mask incorporating goggles, but it was too large for the majority of women. I am sure it must be more practical than a scarf, for it is virtually impossible to wrap a scarf to follow the curve of one's goggles and the result is a cold gap. To fit most women, the mask on the goggles just mentioned would have to be about 25 per cent smaller. In other words, what is wanted is the mask-type goggles of the pre-helmet era minus the leather at the sides and over the top of the eyepieces. I still have a pair of these grand goggles but unfortunately they cannot be worn with a safety helmet; consequently I am sorely tempted to bring out my soft-leather helmet so that I can be really snug this winter. With these goggles, a scarf over the mouth gives complete protection with no loss of freedom of movement. With most other types of goggles a scarf over the nose is essential, and there is still the problem of the gap.

Southampton.

The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle." Dorset House, Stamford Street, London, S.E.I., and must be accompanied by the writer's name and address.



RIDER TO RIDER

NO. 6

# How to Stop

VIC WILLOUGHBY Discusses the Technique of Safe
and Efficient Braking Under Various Road Conditions

O doubt most of you shared my horror some weeks ago at Witor's reference to the New York riding instructor who advised his pupils against using the front brake. But observations I have made since then, remarks overheard and letters received all indicate that there is a good deal of muddled thinking on the subject. There

are prejudices in favour of light machines, heavy machines, rear-wheel braking and front-wheel braking. At one end of the scale there is the man who boasts of being able to control a front-wheel skid on a solo; at the other end is the rider who decided never to use his front brake again because it brought him to grief when he grabbed the handlebar lever in the middle

of a corner which he realized he was taking too fast.

To take the last point first; that rider should not blame the front brake - he should blame himself for misusing it. On a properly ridden machine the front brake does easily the majority of the work in killing speed. But both speed. brakes might well carry a little warning notice for the uninitiated: "This brake is potent and should be used in earnest only when the model is substantially upright."
I agree the lettering should be a little bolder on the frontbrake notice; for, while either wheel will lock readily if braked with the model banked over, a toss resulting from a frontwheel skid is usually more damaging than one caused by a locked rear wheel.

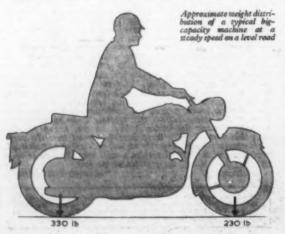
Having served my apprenticeship in road racing, I habitually use both brakes together; that gives the safest and most effective retardation. But the proportioning of work between the two varies greatly according to circumstances. The degree of braking each wheel can safely provide on a given surface depends entirely on the weight supported by the wheel at a particular instant. Too much braking relative to the weight results in a locked wheel; insufficient means the full braking potential in not being used. (Of course, in everyday riding the ultimate is used only in an emergency; concentration and anticipation normally make fierce applications unnecessary.)

tions unnecessary.)

By weighing each wheel separately on a weighbridge I find my six-hundred supports approximately 330 lb on the rear wheel and 230 lb on the front when I am normally seated. These proportions are average for a solo without a passenger and if they remained unaltered during braking, then the ideal proportioning would require about three-fifths of the work to be done by the back brake and the remainder by the front.

But the very act of braking alters the proportion of the total weight supported by each wheel. Weight is transferred from the back wheel to the front—and the fiercer the braking the greater the transfer.

In practice this means that during very hard braking on a good surface, weight transfer is so pronounced that practically all the work has to be done—and can safely be done—by the front brake. (I have occasionally demonstrated the effect of weight transfer by braking hard enough on both wheels from about 80 m.p.h. to cause the tyres to whimper, then momentarily squeezing the front brake lever a bit more while maintaining a constant pressure on the rear brake pedal. The rear wheel then locks.) Conversely, under gentle braking on a really slippery surface there is precious little transfer and so more effect can be obtained from the rear than the front brake.





The first situation might be that of a T.T. rider in good weather slowing from high speed for a sharp turn such as Quarter Bridge or Craig-ny-Baa; the other represents, say, a winter tourist approaching a red traffic light on hard-packed snow. Obviously, quite irrespective of proportions, the total degree of braking which can be obtained in the second case is far, far less than in the first because of the much lower coefficient of friction between tyres and road surface.

Between the two extremes are many variations and there are no substitutes for experience and the confidence it brings. Provided the controls are kept absolutely free, however, it is easy to learn the feel of the brakes and so apportion the work with reasonable accuracy in all normal circumstances. Smooth, free working of the controls calls for regular oiling of the front-brake cable, its nipples and clevis pin, and for greasing of the rear-brake pedal pivot.

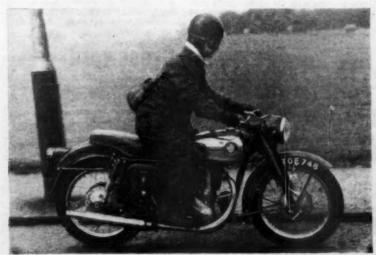
Both cam spindles, too, should be greased enough to keep them free but do not overdo it or grease will reach the linings. One or two strokes with a small grease gun every 2,000 miles is ample. On the other hand, neglect to grease the spindles at all will eventually cause the action to stiffen and make delicate control impossible.

When delicacy is at a real premium, such as on packed snow, some riders prefer to "pump" the controls, i.e., to make a succession of quick, light, brake applications, so that if a wheel does lock the brake is released before the skid has a chance to get out of hand. By the way, the expert racing man (who habitually brakes near the limit) changes down while he brakes, thus using the engine for part of his rear-wheel braking and minimizing the risk of locking the wheel.

If skids are to be avoided you must be surface-conscious—in other words, you must be quick to appreciate the amount of grip afforded by various types of road surface and so keep clear of overbraking. The extremes are usually easy enough to recognize: well-kept tarmac on which the most powerful brakes may confidently be used to the full, and wet wood setts or frozen snow on which real delicacy is required. But again there are many variations between the extremes, and surfaces which are highly polished or impregnated with oil, rubber, mud or dung should be



Below: The effect of weight transfer under heavy braking. The rider is thrown forward and the fork is compressed. Picture on the right shows the fork unladen



ridden in such a way that heavy braking is never required.

Should you think your surface recognition needs brushing up, practice on deserted stretches of road at very low speeds—say eight or ten m.p.h. Wheel locking will give you the answer, and the skids will be child's play to control.

As to the rival contentions that light-weights or heavyweights are the more liable to skid, these are old wives' tales. Weight alone is not a significant factor in a model's proneness to skid under braking, nor in its behaviour in a skid. (To offset the lower loading on its tyres, the lightweight requires less braking effort.) More important factors are the controllability of the brakes, the suspension



Cam-spindle lubrication should not be overdone or grease will reach the brake linings with consequent loss of efficiency

characteristics and the model's inherent

It is true that if any wrestling is required the lighter machine is easier to manage but I don't think wrestling is the best answer to a skid. When the back wheel comes round in a skid, the important thing is to free the wheel as soon as possible and try to control the consequent kick in the steering when the wheel stops sliding. The farther the wheel comes round the more vicious will be the steer-ing kick and the more flimsy your chance of holding it. There may well be a stage, depending on the circumstances, when it is preferable to slide to earth with a locked rear wheel rather than risk being flung off by a full-lock correction.

The largest element in the correction of a front-wheel braking skid on the road is sheer luck. The only ones I have corrected occurred (on slippery surfaces) with the model virtually upright so that I realized the wheel was locked and released the brake before the model had time to tumble. But if the machine is a couple of degrees off vertical one has little

or no chance, Obviously only a very slight amount of braking can be done when the model is appreciably off vertical. Here again experience counts and, on the rare occasions I find such braking necessary, I use both brakes—but gently!

Control adjustment is more important than many riders realize. For maximum leverage your foot should be at right angles to your leg when the back brake is on, and your fingers should curl comfortably round the front-brake lever without the fist being more than half closed when the brake is on.

Because of the impor-tance of the front brake I much prefer a stop light to a hand signal to let other traffic know I am slowing. An irate youngster once wrote to me complaining that he had failed his driving test be-

cause, on being given the emergency-stop signal, he had stamped on the rear brake and waved his right hand up and down. My sympathies were entirely with the examiner; by giving a hand signal the rider had neglected the most important control for emergency stopping—the front brake. The only time I use the rear brake alone is when my right arm is extended in a turn-right signal, and then I am slowing only gently.

Obviously, sensitive control is impossible with brakes that grab. Filing a chamfer on the leading edges of the brakeshoe linings usually cures grabbing but, on an old model, the trouble may be due to sloppy shoe and cam pivots, in which

case new parts are required.

When should brakes be relined? Apart from replacing linings which are impregnated with grease, the need varies with the layout. In some cases control adjust-ment is exhausted while there is still plenty of life in the linings; in others the angle between the cable or rod and the cam lever gets so much greater than 90 degrees that leverage is seriously reduced. Sometimes the linings wear down to the rivet heads and beyond. In all these cases relining is due. By the way, whenever you are tightening the wheel spindle nuts hold the brake on while you do so to centralize the shoe assembly in the drum.



Arrange the position of the front-brake lever and the cable adjust-ment so that the fingers curl comfortably round the lever when the brake is biting

The principles of safe and efficient braking apply just as much to scooters as to motor cycles. But on scooters with a trailing-link front fork the effect of weight transfer is aggravated by braking torque swivelling the links upward. It is especially important on such models to avoid front-brake grab. And since there is no petrol tank between the scooterist's thighs the tendency to slide forward when stopping quickly is much greater than on a motor cycle; this must be allowed for

by bracing the free leg and both arms.
Finally, the advent of motorways brings into focus stopping distances from high speeds, and the Motorway Code recommends you not to ride closer to the vehicle in front than one vehicle length for every 10 m.p.h. of your speed. Riders with extensive experience of racing or really high-speed touring will quickly be at home on motorways. For the others let me quote some figures. My Norton has first-class brakes which will bring it to rest from 30 m.p.h. in about 30ft on a good surface. (This figure takes no account of my reaction time and represents a pre-arranged crash stop.) From 90 m.p.h. the best possible stopping dis-tance would be 270ft even if I succeeded in braking to the absolute limit of safety for every inch of the distance. In practice the figure might well be doubled.

### Christmas Crossword

- 1. Speed resulting from an adjusted cape (4).
- British scooter which is almost
- beach (6). Nearly spherical—and it must be electrically sound for good re-
- electrically sound for good results (5),

  9. Snutnik track or a tiny piece (5).

  10. Whither led? Into two tracks, presumably! (5, 5).

  12. Along Pilgrims' Way to a aidecar factory? (10).

  16. Otto gave it a name and it has two wheels (5).

  17. Will Shakespeare's marque (5).

  18. How the rallyist tries to reach each control (2, 4).

  19. Scasonal but not always welcomed by motor cyclists (4).

- 1. Attractive to stalk around
- famous races (6).

  Defunct scooter dog (5).

  When to fight after running away? (7, 3).
  - 5. Furniture for a mathematician, perhaps (5).
    Tone broken but still musical and possibly of value (4).

  - Demote that trials trio from Manchester (3, 3, 4). "No Parking" is usually one 11.
  - (3-3) 13. Ambassadorial home like a small
  - bed (5). 14. A.C. is short of it initially for
  - a confederation of clubs (5),

    15. It usually comes back in the mountains (4).

comed by motor cyclists (4). The answers are on page 863.

# A FAIRING FANTASIA

By PHIL COLMAN

Our Cartoonist Gets His Dreams Muddled and Here Are the Results

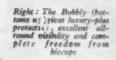


The 123 c.c. Pudd with total enclosure









HATTING HATTING HE HATTING HE HATTING HOLD HE HATTING HOLD HE HATTING HE HATT



Left: the Christmastreemliner

# THE BEST MODEL THEY

The Lure of the Morgan Cult: Fun and Games

with a Secondhand 1939 Four-cylinder Model

By NORMAN WICKS

HEN David, my brother-in-law, said he was buying a Morgan three-wheeler I gave three hearty cheers. Ever since I could remember I had had a hankering for a moggie but had never been fortunate enough to possess one. It was great news. Dave could not drive so he would need me to teach him, and at long last I should have my chance

to get behind the wheel of one of those potent little beasts.

Together we went to fetch the Morgan—a 1939 F4. We went for a short run, the owner and I in front with Dave perched She started first touch on the button. The engine ran quietly with no obvious knocks, bangs, hisses or other untoward noises; she seemed to go in the direction she was pointed, stopped sharply when the owner put his foot on the pedal, and pulled the three of us up the steepest hill we could find.

Dave was waiting anxiously for my verdict, and from the way he beamed when I nodded I could tell that he had his heart way he beamed when I hooded I could ten that he had his heart set on the F4 and would probably have bought it even if I had not thought much of it. The deal was clinched there and then, the seller explaining that although he was quite satisfied with the F4 he had a chance of getting hold of a two-seater which would suit him better. The model he had his eye on was a 1934 Sports job with the 990 c.c. Matchless engine: to use his own words, "The best model they ever made!"

He said that he nad a spare Ford engine we could have, together with some other odds and ends such as a set of broken sidescreens and a spare front seat. That was where the fun began, To get the spare engine into the car we had to remove the near-side front seat and take down the hood. Together we managed to drop the engine into the place normally occupied by the

passenger. All the other odds and ends we piled on top and on one of the back seats, leaving just room for Dave to squeeze in, and off we set.

Now I do not know whether you have ever had the privilege of driving an old moggie, but I can assure you that it is quite a bit different from a normal four-wheel vehicle; at least it is different from anything I had ever driven. For instance, the clutch appeared to have only two positions, full in and full out. There just did not seem to be any half-way position. The steering, too, was a trifle strange. So high was the gearing, it seemed direct. Another point was the gear positioning. It was "upside down" compared with a Ford box or a Vauxhall box. The combination of all these meant that our progress to start with was somewhat erratic, and I found a most disconcerting tendency on my part to put her into reverse instead of bottom.

To avoid the traffic we decided to take the long way round, cutting out town entirely. That was a mistake. We had forgotten that the local football team had a floodlit match on that evening and our route took us right by the ground just as the final whistle blew and spectators poured out in their thousands. There are dozens of people walking about today in blissful ignorance of the near miss they had when a policeman signalled us to stop. I dutifully trod on the brake and missed the pedal completely at the first try. A frantic second stab brought her to a sharp stop, but not before I felt the sweat oozing out of my forchead. That was where the tendency to get reverse instead of bottom showed up. When the point-duty man waved us on we reversed smartly to within a bare half-inch of the car behind to the great alarm of its driver.

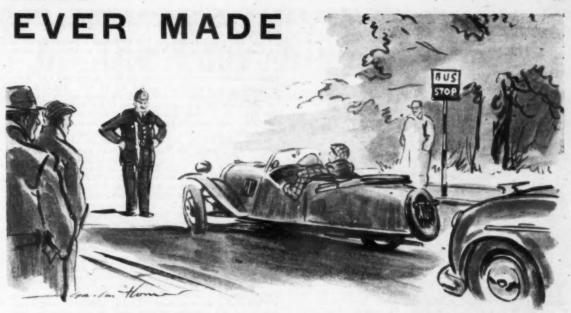
After this series of mishaps we negotiated the football crowd with no further incident save for the somewhat ribald comments of the overtaking pedal cyclists as they hurtled past. dare go above walking pace until we were clear of the traffic in case I could not find that clusive brake pedal again. Once clear of the traffic we speeded up a little and I began to get the hang of the moggie's peculiarities but, even so, we kept pretty low in case any of the impedimenta in the back should fall out. Nothing did fall out by the time we got the car home, but that was due in part to Dave performing heroic acrobatic feats in the back seat to catch the various bits and

Next day we went to the insurance office to transfer the insurance from the seller to Dave. The chap behind the counter gave a little sneer, or so it seemed to me, when he looked at the completed proposal form. We gathered from his remarks that he did not like three-wheelers himself but that there was a chap in the office who actually owned one and who was very keen on them, we like to have a chat with him?

He turned out to be an official of the local branch of the Morgan Club and presented us with a small pile of papers to do with the club. Then he politely in-quired which model we had. He gave Dave a rather pitying look when he told him it was a four-cylinder model. He did not actually say so but we got the impression that unless a moggie had a dirty big air-cooled vee-twin engine hanging out in front it was not a genuine Morgan out in front it was not a genume Morgan but only a feeble version of the real McCoy. We asked him what model he had, "A 1932 Super Sports," he told us, "the best model they ever made." We looked with awe at a man who regularly ran such a venerable vehicle, and left the office slightly subdued.

On the way back we were able to give her the gun a little more than we had done previously and that was when we struck the second snag. It started to rain





heavily and we discovered that while the windscreen wiper looked very pretty it did not actually function. There was something wrong, too, with the steering. After that trip we decided to give the car a complete going over before we took the road again. A new piece of rubber tubing cured the wiper problem. The tail wagging turned out to be due to the rear-wheel nuts being loose. Sideplay at the wheel was about an inch each side of centre. Not only that but we discovered that the near-side front stub axle was a little loose. The combination of two loose wheels out of three was a little fearsome.

We rectified these faults, checked the steering, the brakes and the lights and did cultie a bit of realytiding including

We rectified these faults, checked the steering, the brakes and the lights and did quite a bit of rebuilding, including fitting a couple of new floorboards, new edging strips around the top of the door and the rear of the bonnet, a new carpet and seat covers. Then we gave the body a couple of coats of bright red paint. Final event of note at that time was that, as the registration letters were FOF, Dave's wife decided the car should be christened Flossie.

Dave started to take driving lessons and in due course applied for a driving test. The day dawned bright and clear and we set off for the test centre with hope in our hearts. In our area there are two offices from which tests are conducted. We went to the wrong one. By the time it had all been sorted out and we got along to the correct office we were nearly 20 minutes late and the examiner did not seem any too pleased at having been kept waiting. Dave was convinced when the examiner gave him a yellow fail slip that it was due to our lateness rather than his driving. The examiner told us that he had once had a Morgan, a 1930 Super Sports with a J.A.P. engine. "The best model they ever made," he said.

In due course, Dave applied for another test, and meanwhile covered several thousand miles of practice driving. The weekend before his second test was due the clutch suddenly decided to go on the blink. It either would not disease or one it.

In due course, Dave applied for another test, and meanwhile covered several thousand miles of practice driving. The weekend before his second test was due the clutch suddenly decided to go on the blink. It either would not disengage or, once it had got free, would not engage. We sloshed petrol into the clutch pit to wash oil off the plates. As the clutch was improved we decided not to try, with the limited time at our disposal to whip the engine out and sure in the secret.

disposal, to whip the engine out and put in the spare.

We had always kept the car at the bottom of my garden as Dave had no garage or back entrance to his house and the police were a little touchy about vehicles being parked at night without lights. On the evening before the test I set off for Dave's house but only got as far as the bottom of the back lane when the clutch went on the blink again. With great difficulty and with the help of several of the younger members of the local community I managed to manhandle the

Morgan back up the lane and into the garden. After thanking my helpers and disbursing sweet money I got Dave on the telephone and told him that it looked as if he would have to ask for the test to be postponed. That nonplussed him for a bit. Then he had a bright idea of borrowing a Ford 8 car from a pal of his who would, he was sure, be only too pleased to lend it to him for the test.

Just as I was about to go to bed Dave arrived on a borrowed bicycle. The Ford 8 idea had been all right in theory, but after driving it for an hour he had been forced to abandon the notion. The steering of the Ford was so sloppy compared with





the high-geared steering of Flossie that he had been wandering all over the road. However, he was not yet beaten. He had another pal who worked in a garage, and as luck would have it, was on nights that particular week. He said that if we could get Flossie down to the garage he would get it ready for the morning.

We set off. With a little bit of luck we thought we might be able to get as far as the garage as it was downhill all the way. But our luck was out. When we got to the bottom of the lane the engine stalled and nothing we did would make it start again. Working as we were in the dark and with the battery running down fast we were compelled to give in. For the second time that evening the moggie was manhandled up

the back lane and into the garden.

I took myself off to bed. Half an hour later the door bell rang again. It was Dave and his pal complete with a huge tractor of the type used for towing broken-down lorries. explained that he was sorry to have got me out of bed but the tractor was too big to go up the lane so Flossie would have to be manhandled down to the road. I helped them push her down, helped hook her up, waved them good-bye, and went back to bed.

Next morning I borrowed a bike and pedalled along to Dave's There was Flossie looking as trim as ever and twice as perky. Dave's pal had worked all night on her and had fixed the clutch, given the engine a decoke, reset the ignition, and charged up the battery. And he had discovered the reason for our failure to get her to fire the previous night. It was the one thing we had not thought of checking. I hate to have to

admit we had run out of petrol! Everything seemed to be in order so we went along to the driving-test office. Dave and the examiner set off while I stood on the pavement and watched them go with my fingers crossed. I waited patiently, but time seemed to drag heavily. The other candidates for the test who had started off with Dave began coming back one by one, but there was no sign of Flossie. The last aspirant returned, and quiet fell on the street outside the office. Then the examiners started to come out and set off again with a fresh batch of learners, but still there was no sign

At last, after what seemed hours, I spotted him and the examiner walking up the road. I trotted down to meet them. "What happened?" I asked. "Clutch packed up," Dave replied glumly. They went into the office and a few minutes' later Dave came out again beaming all over his face and waving a pink pass slip. Apparently the examiner had been satisfied with Dave's driving up to the time the clutch played tricks on the hill start and had not held the breakdown against him. He had even helped Dave to push the moggie into a side street out of the way. We walked back there. Now that the test was over, the clutch operated perfectly. (Strangely enough, it

has never given the slightest bit of trouble since. That just illustrates what the fans mean when they say Morgans are tem-

Once Dave had passed his test he found a garage nearer to his house for Flossie and began to use her every day to get to and from work. This was a pity as I was getting quite used to the idea of having a Morgan to play with, but I still see Flossie whenever she takes it into her head to act up a bit. Only the other week Dave came round full of woe. He had been unable to get her to start very easily the night before. Now he just could not get any sign of life out of her at all. We traced this down to a loose and leaking carburettor float chamber. How Dave had managed to get a start the previous night I could

It was quite a tale. He had been working late and finished at about 11 o'clock. He knew the battery was flat so he tried to start on the handle, but Flossic would not have any. So he pushed her a few yards along the road until he was under a street lamp where he could see what he was doing. He fiddled around for a while without getting anywhere, when up popped a fireman who asked him what the trouble was. He had stopped almost outside the local fire sub-station.

The fireman offered to give him a push, but finding it heavy Every fireman on duty turned out, and they shoved the moggie round the block about a dozen times before she started. They had to keep going round the block as they did not dare get too far from the station in case there was a call; each time they passed the front of the station one of them would nip in and see if there had been a call while they were away.

Then there was the day when Dave, being a little heavy handed, managed to snap off the gear lever when in the middle of town during the rush hour. Luckily he was in bottom gear as it broke and was able to limp home at a crawl with steam squirting in all directions from the radiator. And there was the never-to-be-forgotten occasion when I persuaded Dave to lend me Flossie for a day. When on the way home the gear box seized up solid owing to one of the holding-down bolts falling out. I had to ring up a pal who came out 20 miles in the middle of the night with his car to tow us in with the rear chain disconnected. Then there was the time that Dave and I and a couple of friends were coming home from a bit of a "do" when Dave hit a pot-hole in a country lane and a rear spring snapped. We all had to walk home that night.
There is no doubt that Morgans have a fascination all their

own no matter how temperamental they may be. They do say own no matter how temperamental they may be. They do say that once you have owned one there is no vehicle that will ever quite take its place. I do not know whether that is strictly true as I have never owned one—yet. The point is that I have just heard of a chap who has a 1936 Super Sports for sale. I wonder? Perhaps if I sold the TV set and pawned my wife's gold watch I might be able to raise the money. It would be worth it. After all, the 1936 Super Sports was the best model they ever made!



# On the Four Winds

### By "NITOR"

CHANGE OF HEART? The news published on page 833 last week that British models are now being imported into Czechoslovakia, and that a £20,000 order has been secured by Nortons, was good indeed. The immediate question raised by the new trade agreement is whether it will bring about a change of heart among British manufacturers with regard to their boycott of International Six Days' Trials held on Czech soil. In the larger-capacity classes the Czechs have no roadsters to compare with British models and they, I believe more than any other nation bar our own, are big-machine conscious. Flying the flag next year could achieve really tangible results.

TWO-WHEEL CAR

"Looking through back numbers of The Motor Cycle, I was intrigued to find a description of a model that would surely be a best seller if produced today." Thus runs a letter from a Lincolnshire reader. My correspondent was referring to a model that will be familiar, to enthusiasts of the 'tween-the-wars period—the Whitwood Monocar which, so far as I am aware, was never produced. The machine was literally a two-wheel car with retractable undercarriage for use when it was at rest. The layout provided for tandem seating for pilot and passenger. Steering was by means of a car-type wheel and an O.E.C. duplex fork (O.E.C. were to attend to the marketing). No engine was specified since it was claimed that the body could accommodate any unit from a 125 c.c. two-stroke to a 1,000 c.c. side-valve vee-twin. Yes, prices were announced: from £49 15s depending on the type of engine.

MODERN VERSION? I never rode in a Whitwood, nor do I know anyone who did. Frankly I am less impressed with the design than is my correspondent. The engine with its separate gear box lay on its side and directly under the seats. But to my mind the chiefly off-putting feature was the claim that engines of such widely diverse type could be fitted. Anyone who designs for a one-two-five will be in trouble if he uses 1,000 c.c. and, of course, the converse is equally true. Still, with all the emphasis on enclosure there might well be a limited market for a modern, practical version of the Whitwood today. But I stress three words in that last sentence: "limited, modern, practical."

INTO THE AIR

A Rugeley, Staffs, reader revives the topic of diesel smoke raised by Prince Philip at the annual Automobile Association luncheon earlier this year. Prince Philip, if you remember, advocated that a palliative, if not exactly a remedy, was for the smoke to be directed upward through a vertical exhaust pipe. Frankly, irrespective of whether a diesel can be tampered with in order to let it "make smoke" or not, I can't understand why the suggestion has not been acted upon. As my correspondent says, when the steam locomotive was invented it was provided with a funnel to take smoke and steam well up into the air.

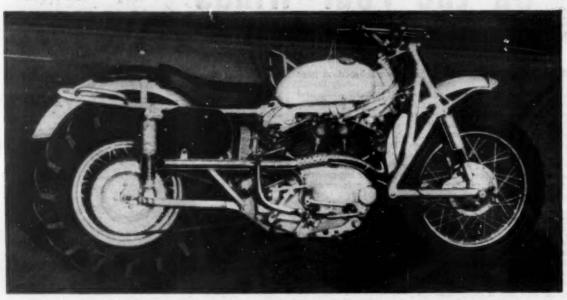


Nobody thought then of an outlet under the engine. And smoke and steam are probably far less harmful to the lungs than is diesel smoke (said he between throaty coughs).

and a road-race meeting run shortly afterwards on a budget of £22. These are among the details in the Blackmore Vale Club's archives. Now the club has obtained international status for its road-race meeting on Whit Monday. Having worked hard to gain the permit the club is faced with the problem of raising the necessary finances. No one can run a big-time road race these days on a shoe-string—even on a golden one. But at the club's annual dinner, within half an hour of the announcement of the permit's being granted, secretary Jim Rendell had had an offer of £250 towards the expenses from an anonymous donor. Encouraging—very!

MECHANIZED SCOUTS There are tigers prowling through the jungles of Nigeria -two-wheeled Tigers, of Meriden origin and each carrying an ardent politician. At least, that is the inference to be drawn from an odd little news item from West Africa. Some time towards the end of 1959 Nigeria is to become an independent republic and already three political parties are actively canvassing for support; and just how that canvassing is being undertaken was revealed by research by the Triumph export department, puzzled by an unexplained increase in demand for their products. It seems that one party had the bright idea of sending out motor-cyclemounted scouts far and wide, covering as much ground as possible in spreading their particular message, and the opposition groups were not slow to cotton on to the scheme. So now there are over 50 new Triumphs involved in the pre-election campaigning. Could they possibly be termed voter cycles "?

# Power Plus Grip



The special Vincent outfit in all its glory. The finish, in liquid aluminium, adds to the striking appearance

## SPORTING SIDECARRIST JOHN REED UTILIZES AN OUT-SIZE REAR TYRE AND A BIG-TWIN ENGINE FOR HIS UNORTHODOX SCRAMBLES OUTFIT

you are among the crowd at the Witley Club's Boxing Day Scramble at Tunnel Hill, Pirbright, you will see a sidecar outfit that may well lead you to believe that the effects of the Christmas pudding are with you still. For one thing the power unit is a 998 c.c. vec-twin Vincent. For another the rear tyre is from an agricultural tractor and is of 6in section! The outfit was built by John Reed and those who know that north-west London enthusiast will appreciate that it is certainly no freak,

Several years' experience in competitions has given Reed many ideas as to what is required of an outfit used scramblewise. The device, then, comprises a frame and chassis forming an integral unit? Surprisingly it doesn't—and for a very down-to-earth reason. It is simply that garage space is limited and Reed already has a

one-piece Ariel and aidecar.

Why such a large rear tyre? Oddly enough, the quest for wheelgrip was not

the prime motive. Should I whisper the real reason? It is simply that, for some time, Reed has felt that the comfort of the driver and passenger (for the last six vears his brother Alan), and the handling, would be improved if larger-section tyres, run at lower pressures, were adopted. The front wheel is shod with a 4.00 × 19in Dunlop trials tyre and the sidecar wheel with a 3.50 × 16in.

In spite of the use of so large a rear tyre the outfit presents a far from grotesque appearance and housing the wheel presented no great difficulty. The wheel, in fact, is from an S7 Sunbeam. Rear suspension is by means of a pivoted fork, fashioned from a length of lain-diameter, 10-gauge tubing, bent to U-shape and welded to the original Vincent pivot tube. The sub-frame is formed by a loop of lin-diameter, 14-gauge mild-steel tube, diameter, 14-gauge mild-steel tube, attached to the rear of the original Vincent main frame and braced by diagonal struts picking up at their lower ends to the rear

engine plates. Wheel movement is con-

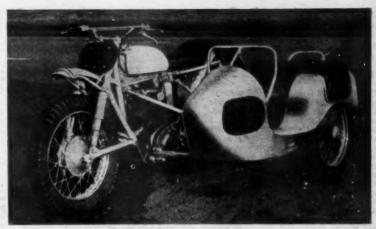
trolled by spring-and-hydraulic units from a Gold Star R.S.A.
Also of pivoted design, the front fork, too, was built by Reed. The main stanchions are constructed from 1½ndiameter, 14-gauge chrome-molybdenum tube. The main tubes curve rearward at a point just below the steering head and are stoutly braced across their included angles. Silentbloc bushes are employed for the pivot bearing. Adjustable-for-load Girling units provide the suspension medium. The front wheel embodies an Ariel full-width hub.

Unorthodoxy is again apparent in the type of steering damper employed. It is of telescopic, hydraulic type and fitted between the right-hand fork-brace tube and the box-section main frame member. The unit provides equal damping in both directions and, while it permits the fork to be turned normally from lock to lock, rapid movement, such as occurs during a wobble, is prevented.

If you found the reasons for the tractor tyre unexpected, you may find those be-hind the use of the 998 c.c. engine even more so. Reed confesses that he is hard on gear boxes. And the surest means, he felt, of reducing the damage at any one meeting was to cut down on the number of gear changes required. The solution, then, was to find an engine with as wide a spread of power as possible—and with plenty of it. His searches led him to a secondhand Vincent Rapide, the engine of which he restored to new condition (meanwhile making such modifications as were necessary to bring it up to the super-sporting Black Shadow specification). The compression ratio of 7.3 to 1, incidentally, means that the engine will run happily on petrol.

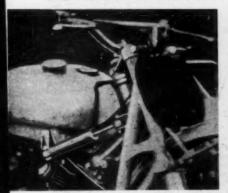
Air filters of Reed's own design are manufactured in light alloy and fitted to the twin Amal Monobloc carburettors. A siamesed, high-level, straight-through siamesed, high-level, straight-through exhaust system, to which is attached a short, perforated guard for the rider's leg, is neatly tucked in along the right-hand

Arranging suitable gear ratios presented quite a problem since the standard Black Shadow had a 3.5 to 1 top gear and a bottom gear of 7.25 to 1—not exactly suitable for sidecar scrambling! A gear cluster providing the widest possible set of internal ratios was obtained and it was found that a 16-tooth final-drive sprocket, as used on the A.M.C.-Norton gear box, would fit, so lowering the overall ratios further. In conjunction with a 60-tooth rear-wheel sprocket (driven by a a x in chain), these modifications have resulted

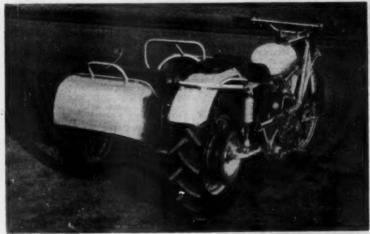


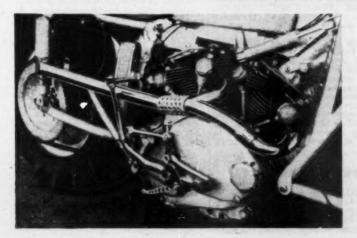
Above: A view illustrating clearly the layout of the pivoted front fork and the straight tubes linking the machine and sidecar. Below is shown the 6.00 × 16in tractor tyre fitted to its \$7 Sunboum rim.

The rear-wheel sprocket has 60 teeth



Above is shown the hydraulic steering damper mounted between the right-hand fork brace and main frame member. Below: Close-up of the power unit with its well-tucked-in, stamesed exhaust system





in overall ratios of 15.6, 9.6, 7.1 and 6 to 1.

of fairly orthodox design, the sidecar chassis is constructed in Igin-diameter, 10-gauge steel tube. The wheel is mounted on an A-shape pivoted arm and controlled by a Girling auspension unit. The body is panelled in 16-gauge lightalloy sheet—that thickness was used so as to obtain adequate rigidity for the nose section which has no supporting framesection which has no supporting frame-work. Frame and chassis tubes are sprayed with liquid aluminium, a finish which endows the outfit with a bright, sparkling appearance.

You might imagine from the foregoing that Reed is a skilled engineer with access to machine tools and all the paraphernalia of a large workshop. Yet, he is in fact a sound engineer for a cinema circuit, and his knowledge of mechanical engineering stems entirely from his attend-

ing evening classes.

Let's see how the job goes on Friday! PETER PRASER

# Question and Answer

### ELUSIVE COMPRESSION

FRIENDS TELL ME that if I were to raise the compression ratio of my engine the performance would be improved. After looking at it for hours and hours I have failed to find the compression ratio and would be grateful for advice as to where to look, and how to raise it when found. The engine seems to be built of cast-iron things, bits that go up and down, bits that go round and round and bits that don't seem to do anything. As the machine is an export model, the instruction book is in Latvian and of little help. Colney Hatch.

B. WILDERED

Obviously, before any job is tackled, suitable tools must be at hand. The compression ratio can best be raised with the aid of a suitable jack such as the well-known Hymorl-Wright Jack (reviewed in the Christmas issue of The Motor Cycle last year). The ratio is normally to be found between one of the bits that go up and down (above the bits that go round and round) and one of those that don't. Slacken the twiddly bits until the compression is visible, insert the jack and raise the ratio to the required height.

### **EXHAUST BAFFLES**

IN RECENT ISSUES you have devoted much space to the merits and demerits of siamesed exhaust pipes. As I always



An example of the Bangpop concern's beautiful joinery shown fitted to a two-valve o.h.v. single of Chinese origin (see "Exhaust Baffles")

believe in trying things for myself I would like to fit one to my single-port single but do not knew where to buy one. Can you put me in touch with a supplier? Whipsnade, Beds. A. LION

You could not do better than study the range of exhaust systems marketed by the Bengpop Exhaust Pipe concern of Bankok, Siam. The most interesting feature of this type of pipe is that it is constructed of bamboo which, of course, has natural, integral baffles. The exhaust gases are thereby not so much baffled as bamboozled.

### IN REVERSE

TWO-STROKES, I am told, under certain conditions will rotate in the opposite direction to normal. However, with my home-built special I find that any attempt to make the engine run forward results in the machine going backward. As the model can be steered perfectly (within a tolerance of plus or minus oft) in these circumstances I am not particularly worried about it, but I would like to know the reason for this odd behaviour.

Backup, Lancs.

Y. BOTMER

It would seem that you have inadvertently crossed the primary chain while assembling the model. This, of course, is a common fault, but since you appear to have no particular wish to correct matters it would be advisable to fit two large rear-view mirrors to assist navigation. It will also be necessary to transpose the head and tail lamps if it is intended to ride the machine after dark.

### LOWER GEARING

MY WIFE and I have travelled many thousands of happy miles on my 98 c.c. single-gear autocycle, leaving a growing family at home in the care of baby-sitters. A stage has now been reached where my eldest daughter is older than the baby-sitter. In consequence, at Earls Court I ordered a large double-adult sidecar which has now been attached. However, I have a suspicion that the performance of the model is not so good with the sidecar added. Would it help to lower the gearing?

D. Tuned Nether Wallop.

A lower gear ratio would undoubtedly help. Try using a three-tooth driving sprocket in conjunction with a 180-tooth rear-wheel sprocket and, in place of the existing chain, fit one from a steam-roller. Further, as the modification will affect the speedometer gearing, it is advised that the instrument should be discarded in favour of a calendar. However, before executing these trifling alterations make sure that the drop in performance is not due to binding of the brakes.

### SERIOUS AILMENT

DURING the last few days my Bantam has seemed unduly listless and it no longer takes pleasure in clambering about on its favourite rockery. This morning I found that it could only utter a feeble

squawk. Please help me, as I am growing extremely anxious.

Aylesbury, Ducks. I. B. FLUMMOXED

As it seemed probable that your query was incorrectly addressed, it has been passed to our associated journal, Farmer and Stockbreeder. They diagnose fowl pest. The authorities have been informed.

### PROGRESSION

LAST CHRISTMAS my dad gave me my first motor cycle. For a long time my pals avoided me. Then in September my best friend whispered to me that someone wasn't using petrol. At last I managed to get the engine started and since then I have never looked back (you see, the machine has a rear-view mirror). However, one



The lever shown in the sketch which accompanied S. Simon's query (see 62 Progression 15)

thing puzzles me. Last week, after two months' riding, I pushed a lever on the left side of the handlebar that I had never pushed before and the machine went much jaster after that. What does it do?

Cane Hill, Surrey.

S. SIMON

The lever shown in your sketch is the ignition lever. The farther forward it is pushed, the more it advances the spark. The more the spark advances the faster the machine has to go to keep up with it.

### INTERFERENCE

AFTER switching on my television set on the afternoon of December 21 to enjoy the Wahefield scramble, I happened to glance out of the window. My machine was parked in the back garden and to my amazement I saw that the engine was almost entirely obscured by white flecks. Can you suggest a reason for this state of affairs? H. AERIAL Dipswich, Suffolk.

It is obvious that your television set is not fitted with an efficient suppressor. You will probably find on questioning your neighbours that it is also causing serious interference with electric drills, vacuum cleaners and similar appliances over quite a wide area. Other possible causes of the phenomenon are (a) your window needs cleaning, (b) it was snowing, and (c) birds.

# Winter Camp

### Great Exhibition to Take Place in London Next Month

DERHAPS the biggest exhibition of camping equipment ever to be seen in Britain Wednesday, January 14. addition to tents and camping gear, on show will be boats, caravans and trailers, motorcycle and scooter accessories, clothing, pre-packed food and cooking utensils, camping packed food and cooking utensits, camping and garden furniture, sports equipment and radios. Sponsored by the Camping Club of Great Britain and Ireland, the exhibition will be staged in the Great Hall, Alexandra Palace, London, N.22, until January 24.

Highlights will be an open air course for

Highlights will be an open-air camp for the weekend of January 17 and 18 with a accoster rally to the exhibition on the Sunday. Organized by the British Lambretta Owners' Association, the rally will conclude with a comours d'élégance and an award to Miss Lambretta Camper of 1959 for the woman most suitably scooter camping. dressed for

### **New Maps**

OF special interest to motor cyclists and other road users is the new Regular Series of Ordnance Survey half-inch maps, the first section of which (No. 36, Birmingham) has just been published. Roads stand out clearly, road numbers can be easily read and, in addition to the usual topographical features, sites of antiquities, golf courses, churches, youth hostels and airports are churches, youth hostels and airports are shown. Hills are portrayed by graded layer tints and contours shown at 100ft intervals. In all there will be 51 sheets in the series

but the full set embracing Great Britain will not be completed for some years; priority is being given to sheets covering central England and North Wales. Each sheet takes an area of approximately 50 by 60 miles. Prices per sheet are 3s on paper packed flat, 4s 6d on paper folded in covers, 6s mounted on linen and with covers.

### SPORTS NEWS

Supported Meetings

THE list of sporting fixtures to receive manufacturer support in 1959 is given below. Enthusiasts who have cut out the calendar published last week may care to mark the appropriate electings with a star to indicate their status. indicate their status.

mark the appropriate recenngs with a star indicate their status.

Trials.—January 10, St. David's; February 21, Victory; February 28, Hurst; March 7, Cotswold Cups; March 21, Bennrose; April 4, Wye Valley; May 4-9, Scottish Six Days'; October 3, West of England; November 7, Scott; November 28, British Experts'.

Scrambles.—April 11, Sunbeam Point-to-Point; June 27, Cotswold; July 5, Moto-Cross Grand Prix of Great Britain; July 18, Experts' Grand National; August 3, Shrubland Park; August 29, Lancs Grand National.

Road Races.—March 30, Oulton Park; April 1, 18, Silverstone; May 18, Blackmore Vale; June 1, 3, 5, Lo.M. T.T.; August 3, British Championships, Oulton Park; September 18, 19, Scarborough; September 26, Aintree. Aintree.

Pioneer Run Progress

LEN WILSON'S PLANS to invite famous racing men to ride in the Pioneer Run on March 22 are bearing fruit. As mentioned

in this column on November 20. Mike Haw-thorn's entry is already fixed and, since then, thorn's entry is already niced and, since their, John Surtees and Geoff Duke have promised to ride. Stirling Moss is boping to take part assuming he is in this country at the time. In all, five machines—an F.N., a time. This property is the part assuming the stirled to the st Rover, a Zenith and two Triumphs—are being overhauled specially for the occasion by Comerfords of Thames Ditton.

The regulations have already been cir-culated and entries are coming in fast although the lists do not close until February

### Two-stroke Winner

WINNER of the T. G. Meeten Trophy this year is scrambler Dave Bickers for his out-standing performances on Greeves machines. He is a member of the Ipswich Club. The selection committee could not separate Triss

### Holiday Entertainment

### BOXING DAY

### Scrambles

Cheshire: Chester Club's meeting, Oulton Park circuit, Tarporley, noon.
Survey: Witley Club's annual fixture, Tunnel
Hull, Pirbright, II a.m.
Hampshire: Gosport Club's scramble, Trafalgar
Farm, Portsdown Hill, near Portsmouth, noon.

Trials
Cheshire: Manchester "17" Club's trial, Brushes Farm, Stalybridge, 11 a.m.
Dublin: Dublin and District Club's Boxing Day Trial, The Slade, Crooksling, 11.30 a.m.
Yorkshire: Stockton Club's event, Thornhill Farm, Chopgate, Bilsdale, 10.30 a.m.
Lancashire: Liverpool Imperial Club's Quarry, Trophy Trial, Parbold Quarry, 11.30 a.m.
Warwickshire: Kings Norton Club's Aston Auto Cup Trial, Royal Oak, main Stratford-Birmingham road, Hockley Heath, 10 a.m.
Wittshire: Minety Vale Club's Starred Trial, The Old Inn, Minety, Malmesbury, 10.30 a.m.
Cornwall: Pendennis Club's Trader's Trophy Trial, Globe Hotel, Pennyn, 1.30 p.m.
Co. Down: Ards Club's Rusk Trophy Trial, Lead Mines, Newtownards, noon.

### SATURDAY

### Scrambles

Kent: Sidcup Club's meeting, Canada Heights, Button Street, Swanley, 11.30 a.m. Warwickshiret Antelope Club's Paybody Scramble, Hawkesbury Farm, Exhall, near Coven-

Pembroksshire: Saundersfoot Club's Vic Morrie Trial, Commercial Inn, main St. Clears-Pembroke road, between Red Roses and Stepaside, 10.30

Dublin: Irish Motor Cycle Club's Castle Cup Trial, Aghfarrell, Brittas, 2.30 p.m.

### SUNDAY

### Scramble

Kent: Double Five Club's Moto-Cross, Jewels Hill, three minutes' ride from Biggin Hill Aero-drome, 11.30 a.m.

Surrey: Windlesham Club's event, Tunnel, Frith and Normandy hills area, 10 a.m. Cornwall: West Cornwall Club's St. Buryan Enduro Trial, sign-posted from A.A. box junction on the main Penzance-Land's End road, 2 p.m. Berkshires: Mortimer Club's Southern Centre Team Trial, Sam Baker's Farm, Mortimer, 11 a.m. Cheshires: Broughton and Brecton Club's St. David's Cup Trial, Red Dragon Service Station (ASS), Saltney, near Chester, 10.30 a.m.

Sharp and F. D. Forster for runner-up plac-ing; on Francis-Barnetta Sharp has put up some excellent performances in competitions;

some excellent performances in competitions; Forster is a vintage enthusiast who still rides a 1925 Levis two-stroke regularly. The award, donated by Tommy Meeten, is given annually by the British Two-Stroke Club for the best performance during the year on a British-made two-stroke. The 1957 winner, Brian Stonebridge, did not submit a claim this year.

A NOTE for Manx Grand Prix fans—the annual general meeting and dinner of the Manx M.C.C. will take place on Tuesday, January 27. Full details can be obtained from C. R. Ducker, 27. Athol Street, Douglas, Jale of Man.

THE WELL-KNOWN Irish trials rider Edmund Gill has been appointed president of the Motore Cycle Union of Ireland. He has been for some years prominent as an admissistrator in Irish motor-cycle affairs. Athole Harrison of Dublin was once again elected registrar and secretary.

WINNER of the Cheshire Centre's 1958 Trials Star is Eric Adoock with a score of 118 points out of a possible 120, Runner-up is Douglas Chadwick with 105. In the contest ten points are awarded for a win, nine for second place and so on down the scale. Riders' 12 best scores are taken into account.

### Roadworks

ACCORDING to the Automobile Association, roadworks likely to cause delay during the Christmas holiday period may be expected as follow

Home Counties
A13 (London-Southend): diversion one mile west of Vange.

A414 (St. Albans): diversion from Woodstock Road.

West Country
A370 (Weston super Mare); diversion from Windwhistle Road. Midlands
A38 (Gloucester-Worcester): diversion at

St. John's Bridge, Tewkesbury. East Midlands

A46 (Lincoln): single-line traffic in Newark

A5 (Cerrig - y - Drudion - Pentre Foelas)t single-line traffic at Glasfryn.

### London

Holdups are likely on exit routes at Chiswick roundabout, Hanger Lane (Western Avenue), Hammersmith Broadway, Notting Hill Gate, West Cromwell Road, Knightsbridge, Finchley Road (between Boundary Road and Adelaide Road).

### THE ANSWERS

CROSSWORD puzzle solution: Across.—1, Pace; 3, Dayton; 8, Earth; 9, Orbit; 10, Third Wheel; 12, Canterbury; 16, Cycle; 17, Ariel; 19, On Tiane; 19, Snow. Dews.—1, Pretty; 2, Corgi; 4, Another Day; 5, Table; 6, Note; 7, The Dot Team; 11, Bye-law; 13, Ascot; 14, Union; 15, Echb.

MYSTERY TOUR: Answers to the quiz in the article on pages 846 to 848 are: 1, 40 (if London is included); 2, Woodstock; 3, 1937; 4, Bridgnorth; 5, Offas; 6, Hadrian's Wall; 7, Llangollen; 8, Dee; 9, George Borrow; 10, 1952; 11, Reg Armstrong's; 12, 1924; 13, two; 14, Swallow; 15, Capel Curig: 16, Lledr; 17, 14, Swallow; 15, Capel Curig: 16, Lledr; 17, 13te; 18, Severn; 19, Wye; 20, Blan; 21, Priory; 22, Milford Haven; 23, St. Davids; 24, Douglas Dragondly; 25, Ivel; 26, 1903; 27, breather; 28, Panther 120; 29, 1930; 30, 497; 31, 199; 32, Panther; 33, Beer; 14, Hardy; 35, Shrupshire; 36, Yorkshire; 37, Portland; 38, church spire; 39, Yorkshire; 44, Radcot; 45, 115 in the latest edition; 46, Francis-Barnett, Davion, Mercury, Rumi.



A RIEL OWNERS.—December 28: Box Hill.

Secretary. D. Beale, 14, Approach Road,
London, E. 2. Awen Walfey.—December 31:
Natter night (H.Q., 7.30). British Twe-Stress.
—December 31: Dinner (Toby Jug. Kington
Pypass, 6.30). Breagh Superior.—Prospective
numbers are cordially invised and should write
to the secretary. J. G. Woods, 4, Berry Way,
Rickmansworth, Herts. The club is non-terrial
raid in its two months' existence has
gathered 45 members, all Brough Superior enthusiasts.

nembers are cordially invited and should write to the secretary, J. G. Woods, 4, Berry Way, Rickmansworth, Herta. The club is non-territorial and in its two months' existence has gathered 45 members, all Brough Superior enthusiasts.

Daveaport.—December 28: Huckaby Bridge (Castle Filling Station, 2). Dittena.—December 26: Boxing Day Scrambie (meet there, 11). East Actea.—December 31: Dance (White Hart, 8). Elthaus.—December 31: Dance (White Hart, 8). Elthaus.—December 25: Appelizer run (Perry Street, 11). 23: Popular-wote run (Perry Street, 11). 31: Chub night.

Grashepper (Chizaford).—Members' sporting achievements during the year were recalled at the ansual dinner and dunor and gave the occasions an aix of quiet pride. For the fifth time the club had won the South-Midland Centre inter-club team trial, while in the centre grastrack championships Alf Hisgon (now on his year running veteram Monty Banks collected the award for the best Grasshopper performance in the centre scramble. In spite of the club's emphasis on sport vather than social activities. Somewhere and quests attended. Grove Part.—December 28: Windissham.—December 25: Those worth of the club's emphasis on sport vather than social activities. Somembers and quests attended. Grove Part.—Busing a manufacture.—December 25: Naster Obc., Johnson, noon). 30: Natter night (Dr. Johnson, sow). Kings Lynn.—December 29: Committee meeting. Maintaining the club's reputation for originality, nuvards presented at the annual dinner—held at the Blue Gates Hotel, Smethwisk, on December 12:—included cutiery and ierricans, according to the previously exputation for originality, nuvards presented at the annual dinner—held at the Blue Gates Hotel, Smethwisk, on December 29: Cub. Procember 26: Scramble (Tunnel Hill, Pirbight). 28: Windiesham trial (Plough roundabout, Pleashwisk, on December 29: Lud (Durch, 30). Masachester Eagle.—December 28: Lud (Church (Rishn

### IMPORTANT EVENTS

Plymouth Touring.—December 28: Morwellham (Stadium, Pennycross, 2).

Ravensbury.—December 25: Appetizer run (Cock, Headley). 29: Scavenger hunt (Box Hill. 10:30). Reading All-sconier.—December 30: Club might (River Club, 8). Ringwest—December 29: Committee meeting (Red Lion, 8). 30: Club night (Burley, 8). Ripen.—Geoff and Mrs. Duke and Bill and Mrs. Doran were among the guests at the annual dinner. Other famous riders present were Arthur Lampkin, Artic Ratcliffe, Blackie Holden and Tom Ellis, the last the chairsman and nowadays prime mover in the chab's affairs. Prominent officials were there, too, among them E. Raynes, president of the Yorkshire Centre and Norman Culley, North-Western Centre delegate to the A.C.U., the guests and the press, Tom Ellis paid warm tribute to Mr. Raynes for his unremitting efforts on behalf of the sport. Other speakers were Mr. Raynes, Geoff Duke and George Wilson (The Motor Cyclis.). The awards were presented by Mrs. Pat Duke. Royal Enfeld Owwers.—December 26: Wileys exemble (St. Paul's, 16 and E.S. Motors, 10.45).

St. Albans.—December 30: Talk by Howard.

Duke, Royal Enfield Owners,—December 26:
Wittey scramble (St. Paul's, 10 and E.S. Motor, 10, 45).
St. Albans.—December 30: Talk by Howard German (Camp Hotel, 8). Soatt Owners.—December 26: Beano (Hyde Park Corner, 10 and Cottage Cafe on A127 at Rayleigh Weir, 1). Sideup.—December 26: Working party (carambles course, 10). 27: Scramble (marshals, etc., and ticket-sellers, 8). 28: Double-Five scramble (Bronley police station, 10, 30). 31: Dance (Station Hotel, 7, 30). Somertae.—December 30: Meeting (Red Lion, 8). South Liverpool.—December 28: Shropabire (Tunnel, 10). Southampton.—December 28: Shropabire (Tunnel, 10). Southampton.—December 28: Run (Mill-brook, 10, 30). 31: Party. Sauthern Sparting.—December 26: Widey scramble (Claremont Cafe, Staines, 10). Southern Triamph Ridders.—December 26: Pitright. Streatham.—December 26: Widey scramble (Baher, 10). 27: Sideup scramble (Godatone Green, 10, 30). 28: Club inght (Redifon). Surrey Sidecar.—December 26: Widey scramble (Baher, 10). 30: Newlands Corner (Bpoom Clock Tower, 2). Temserden.—December 26: Trials practice (Gribble Bridge, St. Michaell, 10). 28: Popular-vote run (H.Q., 10,30). Triamph Uwanner (Beoping Forest).—December 28: Southern St. Station.—December 28: Southern Corner (Bpoom Clock Tower, 2). Temserden.—December 28: Saveroger hunt (Ace, 10,30). 30: Beetle drive (H.Q., 7,30). (Stockport).—December 29: Visa from Mike Ray and slide show

(H.Q.) (West Middlesex).—December 26; Scramble (Albarross Club, Church Road, Ashford, 10.30). 31: New Yeas celebration (Albarross Club, 8.30). (Wolverbampton).—December 29: Tombola (H.Q., 8). Copies of the club edition of The Motor Cycle Diary for 1959 are obtainable, price 5s each (including postage) from the assistant general secretary, H. G. Page, 54, Bickerton Road, London, N.19.

Vagabonds.—December 29: Club night (Bull'a Head, Turnford). Vickers Armstrongs.—December 26: Witley scramble (Woking six cross-roads, 10).

Vagabonds.—December 29: Club night (Bull Head, Turnford). Vickers Armstreags.—December 26: Witley scramble (Woking six cross-roads, 10).

Warling Association.—December 28: Cookham Dean (Queen of Hearts, 10). West Essex.—December 28: Run (Cave, 9.30). 29: Social (H.Q., 8). West Leeds.—December 26: Championship Trial (Post Hill, 10.30). West Lendous.—December 26: Scramble (Better Ole, 10.30). 28: Ladies' choice (Green Man, 10.30). West Middlesses Associates.—December 26: Natter (Vine, Stammore Hill, noon). 29: Working party (Vine, 10). Weybridges.—December 26: Scramble (Woking, 10). 30: Club night (H.Q., 8). 31: Party (treasurer's address, 8). Windlesham trial (Woking, 10). 30: Club night (H.Q., 8). 31: Party (treasurer's address, 8). Witley.—December 24 and 25: Working party (scrambles course, 9.30). 28: Windlesham trial (Noking, 10). 30: Club night (H.Q., 8). 31: Party (treasurer's address, 8). Witley.—December 24 and 25: Working party (scrambles course, 9.30). 28: Windlesham trial (Noking, 10). 30: Club night (H.Q., 8). 31: Party (treasurer's address, 8). Witley.—December 24 and 25: Working party (scrambles course, 9.30). 28: Windlesham trial (Noking, 10). 30: Club night (H.Q., 8). 31: Party (treasurer's address, 8). Witley.—December 25: Natter (Lordship, noon). 26: Stortford trial (Alexandra Palace, 11). 27: Run (Alexandra Palace, 10). 31: Party (Lordship, 7.30).

Wercester.—Congatulations on an outstanding moto-ball season—in which nine of the ten matches played were won and one was drawn—were offered by Bob Currie (The Motor Cycle) in toasting the club at the annual dinner on December 12. In his response the chairman, 80b Oldershaw, asked members to redouble their efforts to find a scrambles course to replace that now lost to the club. To the toast to the visitors and press, made by Councillor Fred Lewis (an active moto-bell player), a reply came from Jimmy Simpson in Castrol). Werthing Esgle.—December 26: Scramble (Tunnel Hill, Irbright, 9.30).

EFFORTS are being made to organize a one-make club for B.S.A. owners in Nottingham. Riders interested should write to A. Kirk, 92, Walker Street, Windmill Lane East, Nottingham.

READERS' CORNER.—Back Numbers Available.—V. L. B. Sesbrook, 58, Stammore Road, London, N.15: December 1950 to December 1954. Back Numbers Wanted.—R. P. (Ludlow): 8 September 1955. H. J. A. (Southampton): 7 July 1955.

ENTHUSIASTS in the London area are invited to a film show to be held by the Sunbeam Club at Belmont School Hall, Fisher Roc.1. Harrow Weald, on January 23. The latest Shell films will be shown. Admission is free and the start is at 7a50 p.m.

WELL-KNOWN competition rider, Tommy Robb of Belfast, has been appointed Dot representative in Northern Ireland. He will be happy to give advice and offer service to Dot owners and will be riding a Dot two-fifty twin in events. His address is 59, Loopland Gardens. Cregagh Road, Belfast.

THE low taxation level in Jersey is exemplified by a Bill to be brought before the next session of the States of Jersey in which provision is made to retain the tax on fuel for 1959 at 6d per 42 gallons! Vehicles may be imported free of duty into the island and are not subject to purchase tax.

ROYS at the Holland Park School, London, W.8. but s as the rounded Park School, London, W.B. have started a motor-cycle club and require an old machine, preferably a lightweight four-stroke, for demonstration purposes. Any reader who has a suitable machine which he would like to present to the school is asked to write to R. M. Osborn, 16, Queen's Gate Place, London, S.W.7.

COURSES on the practice and theory of motor COURSES on the practice and theory of motor-cycle maintenance in the spring-summer terms at Wesley Institute (Wesley Road, London, N.W.10) start on Monday, January S, and thereafter are held every week on Monday, Wednesday and Thursday evenings (the last for new-comers). Fees are £1 for one session a week during the two terms or £1 5s for two evenings as week. Enrollments will be accepted at once by post to the head of the institute, E. M. Fennell, or at the start of the course. The institute provides parking off the road and a canteen is open nightly.

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[Cl128/R

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[W1096/R

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KAYS OF EALING.—The A.J.S. spare parts stockists; trade supp.led; quotations or c.o.d. by return.— 8-10, Bond St., Ealing, W.S. Eal. 2587. [S1075/R return,-[S1075/R

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PALMERS for Lambretta spares and service.—81, Stanley Rd., Teddington. Molessy 1646. [81003 MOORES OF TOTTENHAM for cenuine Lambretta spares and accessories,—649-653 High Rd., Tottenham, N.17. Tel. Tottenham 2440.

GODFREYS, Ltd., for special Lambretta service, spares factory trained mechanics, all special tools, 7 depots in the London area.—See display advertisement.

A STON AUTO MOTORS OF BIRMINGHAM.—Com-plete range Lambretta spares and accessories, trade and retail; prompt c.o.d.—172-177. Asten Rd., Bir-mingham, 6. Aston Oross 3201-2. [0496/8]

#### LAMBRETTA SERVICE

ELEANOR MOTORS, 265, Mare St., Hackney, E.S., for sales, spares, service, repairs.—Amherst 5134, 5925.

ELEANOR MOTORS (STADIUM).—East London's fully equipped service station, sales, spares, repairs.—98-106, Lea Bridge Rd., Clapton. E.S. Amherst 10528

MAICO (GREAT BRITAIN), Ltd., 81a. Gioucesier Rd., S.W.7. Tel. Fremantle 4518-9. Spares and worschops; 25. Astwood Mews, 8.W.7. Tel. Fremantle 5519. Sole concessionaires U.K. for Maicoletta 247ce and 277ce, super scooter and Maicomobil 197ce, totally enclosed. All spares from stoce.

GODFREYS, Ltd.—Appointed dealers all depots including Leytonstone, E.11 See display advert. [C1052/F

HARRY NASH.—New 1959 models, one-fifth deposit —391, King St., Hammersmith, W.6, Riv. 2/57-4

WATERS OF WELWYN GARDEN CITY.— ate gelivery, choice of models.—Welwyn City 5033. SLOCOMBES OF NEASDEN!!! for your new terms and exchanges.—239-271, Neasden N.W.10, Gladstone 3355 (8 lines).

CLAUDE RYE.—Immediate delivery new Maioos. Choice of colours; terms.—895-921, Pulham Rd., London. S.W.S. Renown 6174. [C1105/R

EARLY deliveries of these models are usually po if you order now through Nick Lancaster. Whitegate Drive, Blackpool. Tel. 24720.

#### MATCHLESS

MATCHLESS MOTOR CYCLES, Plumstead Rd., 8.E.18. Tel. Woolwich 1225 [0108/R]

ROWLAND SMITH'S for Matchless.

ALL models supplied.

FREE tax and insurance with second-hand motor cycles. Matchless twin October 1955, 496

4 5 springer, one careful owner, exceptionals terreschanges, list; open 9-7 week-days and Saturdays, Row, and Smith. Hampstead (1400), N.W.5. Ha 6041.

A RCHERS OF ALDERSHOT for Matchless, etc., spares and service.—Victoria Rd., Tel. 325, [0365/R]

WHITTAKERS OF BLACKPOOL for your new Matchless, immediate delivery from stock.—19, Cookson St., Blackpool. Tel. 24828.

S LOCOMBES OR NEAS-DEN: 11 tor your new Match-less; terms and exchanges. -259-271 Noasden Lane, N.W.10. Gladstone 3355 78 lines).

WHITBYS OF ACTON.—New models in stock, ex-changes, h.p., spares.—265/273, Acton Vale, Lon-don, W.S. She. 5555 (Showrooms), She. 6785 (Spares). [C1128/R

#### MATCHLESS WANTED

ROWLAND SMITH'S, the Matchless buyers.—Hamp-stead High St., Londen, N.W.S. Ham, 6041. [W1114/B GEORGE CLARKE pay most for Matchiess. -278, Brixton Hill, S.W.2, Tulse Hill 5211 [W1019

PRIDE & CLARKE.—Biggest demand, highest prices.
158, Stockwell Rd., S.W.9. Tel. Brixton 625.
[Wilcst/R

CLAUDE RYE urgently require all models; get our price first! H.p. accounts settled, we pay carriage. -895-921, Fulham Rd., S. W.S. Ren. 6174. [W1105/B

#### MATCHLESS SPARE PARTS

JOE FRANCIS MOTORS, Ltd.-100% Matchless sparse. C.O.D. and exchange service.

340. Footscray Rd., New Eltham, S.E.9 Eltham (0176/8

OSGOOD & COATES, Ltd., Matchiess specialist, sparen and remairs.—781-5, Old Kent Rd., London, S.E.15. New Cross 0813

NEW MODELS ON ENGLAND'S EASIEST H.P. TERMS

ONE-TENTH DEPOSIT

(BALANCE UP TO 3 YEARS)

NEW SOLDS

ad 35 payments of \$2.50. Cash \$103/19-11.
EW MIRETTA 47 cz. YOURS FOR \$9 od 35 payments of \$61.0/11. Cash \$55/1/6.
EW QUICKLY Mones TOURS FOR \$8 18 ad 35 payments of \$2.120. Cash \$501/7. and 30 payments of 85 10/12. Cash 45%1/6.

NEW QUEEKLY Houses. YOURS FOR 85 15 7
and 30 payments of \$1.19 ... Cash 45%1/6.

NEW YESPA Sensier. TOURS FOR 813 0 6
and 30 payments of \$4.01. Cash 41%1/6.

NEW ARTHER 250 0.0. Twin 30 YOURS FOR 813 0 6
and 30 payments of \$4.02. Cash 41%1/6.

NEW ARTHER 250 0.0. Twin 30 YOURS FOR 814 0 6
and 30 payments of \$4.02. Cash 41%1/6.

NEW ARTHER 250 0.0. Twin 30 YOURS FOR 814 0 6
and 30 payments of \$4.02. Cash 21%1/7.

NEW ARTHER 250 0.0. Twin 30 YOURS FOR 814 0 6
and 30 payments of \$4.02. Cash 21%1/7.

NEW ARTHER 250 0.0. Twin 30 YOURS FOR 814 0 6
and 30 payments of \$4.10. Cash 25%1/1.

NEW ARTHER 250 0.0. Twin 30 YOURS FOR 815 0
and 30 payments of \$1.10. Cash 25%1/1.

NEW BARE 250 0.0. Twin 30 YOURS FOR 815 0
and 30 payments of \$1.10. Cash 25%1/1.

NEW BORYON 600 Dominates 90 YOURS FOR 817 0
and 30 payments of \$1.00. Cash 25%1/1.

NEW BORYON 600 Dominates 90 YOURS FOR 810 0 6
and 30 payments of \$1.00. Cash 25%1/1.

NEW BARE 1, 100 Cash 25%1/1.

NEW COMBINATIONS

NEW COMBINATIONS

NEW COMBINATIONS

B.S.A. Flash 600 act Wats. Maxeolde ClA TOURS FOR 405 0 and 20 payments of \$11,175. Chair 253-107. Chair 253-10 NEW COMBINATIONS

**100 NEW SIDECARS** Most Makes and Models. Earliest Delivery. 1/10th Daposit Balance 12 to 14 months.

NEW CARS AND VANS
ADTER ASS van (Inc.), extra mes)
and 30 payments of \$82,456. Cash 6402/150.
AUSTIN A60 selece
and 30 payments of \$82,460. Cash 6402/150.
FORD Popular makes
and 30 payments of \$81,400. Cash 6402/170.
All other cars on similar large.

All other cars on similar large.
The above at \$76-5. SECKING SILL 8.W.S.

#### NEW THREE-WHEELERS

EN SOO D/L cal. or KE 561 convertible. \$330,124 inc. P.T. L colour range all makes and models, see at \$75/5, HIGH STREET, ACTOR, W.A.

Har terms all other New Motor Cycles, Scoolers and Three selers, Exchanges welcomed, H.P. also, settled. 3d hour tal Service. 4B reserves any model.

276 BRIXTON HILL, S.W.2 France: TULes Hill Stil. 275 HIGH ST., ACTON, W.3 France: ACCOR Open Westelage 9 to 6

#### MATCHLESS SPARE PARTS

GUS KUHN.—Genuine Matchless spares stockists.—
215. Clapham Rd., S.W.S. Srixton 5604 and 9435
Promps c.o.d. by return service. [0135.1] HOE STREET OARAGE, Ltd.—Genuine spares; t ster, c.o.d., trade.—414. Hoe St., W'stow. E.17. Tel. Cop. 1710.

100% service c.o.d. and trade. -E. R. Fisher Motors, 1882 Ltd. Bath Rd., Hounslow, Middx. Hounslow, 1882

MARBLE ARCH MOTOR SUPPLIES. Ltd., Camberwell Oreen, Matchless and Burman spares and service; rapid c.o.d.—Rodney 2181. [0264/R

CLAUDE RYE, Ltd., Matchless spares specialists, post-war and W.D.-895-921, Fulham Rd., S.W.6. Renown 6174.

K AYS OF BALING, Ltd., Matchle stockists. Trade supplied, quotatic return.—8-10, Bond St., Ealing, W.S. Eal. 2387. [81075/R

PUTNEY AUTOS.—Genuine spares for post-war 24-hour 2.0.d. service.—265. Putney Bridge Rd. S. W. 15. Putney 6887.

C.O.D. and service units, \$19,000 spares in stock.— Rapids, 84-74, Godstone Rd., Whyteleafe, Surrey. Uplands, 0895, and 259-269, Haydons Rd., Wimbledon, 8.W.19. Cherrywood 3202-5.

GOPREYS, Ltd.—Matchless and Burman spares soccists; c.o.d.—285-284, London Rd., Croydon 4852-4, 418, Romford Rd., Forces, Gate, E.T., Gra-4852-4, 418, Romford Rd., Forces, Gate, E.T., Gra-1234-5, 220, Barking Rd., E. Ham. Gra-8098, 94-96, High Rd., Tottenham, Sta. 5856

#### MOTOBECANE

K.V.P. MOTORS, Ltd.—Moby 150cc scooter in stock; £149-10-6; terms.—Central Parade, Gunnersbury Lane, W.5. Acorn 6005. [Cl068]

#### MOTO-GUZZI

PRIDE & CLARKE.—All models from £109/19/6; highest exchanges, terms; by return spares service; catalogue free.—Stockwell Rd., S.W.9. Brixton 625/ [C1099/R

MV DISTRIBUTORS, Ltd., Regent House, 235, Resent St., London, W.I. 19084/R

#### NEW IMPERIAL SPARE PARTS

SOLE stockists of New Imperial spares; c.o.d. pet return, Vale-Onslow, Stratford Rd., Birmingham, 10163

#### NORMAN SPARE PARTS

YOUNG'S.—Complete stocks; prompt despatch.— 20.50, Tooting Bec Rd., S.W.17. Bainsm 7791.

NORTON MOTORS, Ltd., Bracebridge St., Birming-

ROWLAND SMITH'S for Norton

NEW models in stock.

CHEE tax and insurance with second-hand motor

TABE tax and maurance ith second of the cryeles.

195 panner sel, exceptional.

69 ma. – Morton 1952, 490cc ohv E52, spring frame, very good condition choir of 2; terms, exchanges, list; open 9-7 week-days and Saturdays.

Rowland Smith, Hampstead (Tube), N.W.5, Ham, 8041.

BOB KEELER, Ltd., 1959 models already in stock at 125-131. Ealing Rd., Wembley 2150. [0196

ARCHER OF ALDERSHOT for Norton, etc., spares and service. Victoria Rd. Tel. 323. (0366 R

HARRY NASH -10% of brand new 1958 models. 391, King St., Hammersmith, W.6. Riv. 2837-

OSCOOD & COATES, Ltd., Morton of 781-5, Old Kent Rd., S.R.15. New

ERIC KENNARD & Co. can supply your and all spares requirements.—19, 8

SLOCOMBES OF NEASDEN!!! for your new l terms and exchanges.—239-271, Neasden N.W.10. Gladstone 3355 (8 lines).

COMERFORDS for Norton and 1,000 other machines; lowest possible h.p. rates —Portsmouth Rd., Thames Diston. Emberbrook 5551. JOHN SURTEES for your Norton, all models in stock, ride before you buy, demonstration models available.—West Wickham, Kent. Spring Park 3700. (C1145

WHITHYS OF ACTON New models in stock, ex-changes; h.g. spares.—265-273. Acton Vale, Lon-don, W.S. She. 5355 (Showroom); She. 6785 (Spares), [Cili28]

#### NORTON WANTED

ROWLAND SMITH'S, the Norton buyers, -- Hampstead

1,000 BARGAINS ON ENGLAND'S EASIEST TERMS FROM

NO DEPOSIT!

(12 or 18 EQUAL MONTHLY PAYMENTS) OR FROM ONE-TENTH DEPOSIT

| (batance up to 3 years)                                   |               |  |  |
|---|---------------|--|--|
| COMBINATIONS AT 276 S BRIXTON HILL CM                     | & Price       |  |  |
| BORTON, '47, 500 s.v., and C A salson                     | <b>615 10</b> |  |  |
| LEVIS, '38, 600 c.h.v., and Blacknell 8/8 saloon          | #19 10        |  |  |
| INDIAN, '42. 500 s.v., and 2-scater mloon                 | 480 10        |  |  |
| B.S.A., '47, 500 s.v. M20 and Wate, Maxstoke C'A          | 829 16        |  |  |
| EMPDELD, '51, 358 o.h.v., and Wats, Aven Sports           | £30 10        |  |  |
| B.A., '48, 800 s.v., and 8/8 mloon                        | 845 10        |  |  |
| B.S.A., '47, 500 s.v., and Kaven saloon                   | 840 10        |  |  |
| ARIEL, '40, 600 o.h.v., 4F, and Wats. Maxstoke            | 849 19        |  |  |
| NORTON, '47, 633 s.v. and '54 Wats. Maxstoke C' A sal.    | 840 10        |  |  |
| ARIEL, '47, 1,000 o.b.v. (F and Wain, Maxstoke C/A        | 849 10        |  |  |
| NORTON, '81 (rag.) 500 s.v., and '52 (7bury D/A sal       | \$40 10       |  |  |
| NORTOW, '80, 500 c.h.v., and Raven C/A salests            | 450 10        |  |  |
| NORTON, '48, 500 o.h.v., and Swallow saloon               | 850 10        |  |  |
| B.S.A., '48, 500 g.v., and '54 Swallow Comet C A sal      | £50 10        |  |  |
| ARIEL, '51, 350 o.b.v., and Surrey Rambler assenter sal.  | 805 10        |  |  |
| B.S.A., '30, 600 s.v. and Wate. Stratford s str. Sports   | #86 10        |  |  |
| B.S.A., 49, 500 u h.v. Twin spgr. Wats, Ascot saloot      | 100 10        |  |  |
| EXFIELD, '51, 500 o.b.v. Twin B A, and '56 Wats, Avon     | A00 10        |  |  |
| ENFIELD, '62, 350 o.b.v., and Surrey Rambler saloon       | A00 10        |  |  |
| ARIEL, '46, 500 o.h.v., and '54-Wats. Ascot 8/8 saloon    | 800 10        |  |  |
| ARIEL, '51, 350 o.h.v., and Garrard S S Sports            | 800 10        |  |  |
| A.J.S., '48, 500 o.h.v., and Watsonian Avon Sports        | <b>879 10</b> |  |  |
| ARIEL, '52, 500 o.h.v., spgr., and Canterbury C/A saloon  | 879 10        |  |  |
| PANTHER, '50, 600 o.h.v., and Watsonian Maxstoke C/A      | 479 10        |  |  |
| B.S.A., '52, 500 c.h.v. Twin, spgr., and Wats, Maxstoke   | 885 10        |  |  |
| ARIEL, '52, 500 o.b.v., spgr. and B S.A. Sports sidecar   | 880 10        |  |  |
| ARIEL, '50, 500 o.h.v. Twin, spgr., and '56 Swallow Tudor | 490 10        |  |  |
| ENFIELD, '51, 500 c.h.v. Model J2 and '54 Wats. Ascot     | 800 10        |  |  |
| B.S.A., '52, 500 o.b.v. Twin, spgr., and Canterbury C.A., | 800 10        |  |  |
| MATCHLESS, '52, 500 o.h.v., spgr., and Wats, Avon         | 899 10        |  |  |
| NORTON, '51, 680 s.v., and Wats, Ascot                    | 490 10        |  |  |
| B.S.A., '51, 608 s.v., and Wats, Maxstoke C'A sal,        | 900 10        |  |  |
|   |               |  |  |

For the convenience of our customers we shall be open on Saturday, 97th December.

SUNBEAR, '92, 500 o.h.c., and Gurrard 800 SS Sports
ALBE, '51, 500 o.h.v., and Surray Rambler saloon 8-8.

AJR., '93, 500 o.h.v., and Surray Rambler saloon 8-8.

PARTEER, '93, 000 o.h.v., and Surray Rambler saloon 8-8.

PARTEER, '94, 0.00 o.h.v., 50, 4, and Unter Marching and
ABIEL, '94, 1,000 o.h.v., 50, 4, and Unter Marching and
ABIEL, '94, 1,000 o.h.v., 50, 4, and Unter Marching and
ABIEL, '94, 0.00 o.h.v., and the Wate, Mascales Cla 18
ALIEL, '95, 0.00 o.h.v., and March Wate, Mascales Cla 18
ARIEL, '96, 0.00 o.h.v., and March March 19
PARTEER, '95 000 o.h.v., and march Ladbreic Did and
PARTEER, '95 000 o.h.v., and all was the March 19
PARTEER, '95 000 o.h.v., and '95 mailtow Comet Cla al.

PARTEER, '95, 400 o.h.v. Comet, '25 Stell Mode Comet Cla al.

PARTEER, '96, 400 o.h.v. do '96 March 19
BEAL, '94, 500 o.h.v. Units, and '96 Wandlow Comet Cla al.

REAL, '94, 500 o.h.v. Comet, '25 Stell Mode Comet Cla al.

REAL, '96, 500 o.h.v. Units, and '96 Wandlow Comet Cla al.

ARIEL, '85, 1,000 o.h.v. Go and '96 Streamline Cla al.

ARIEL, '92, 1,000 o.h.v. and '96 Canderbury Vallant
ARIEL, '92, 1,000 o.h.v. and '96 Wanderbury Vallant
ARIEL, '95, 1,000 o.h.v. and '96 Wanderbury Vallant
ARIEL, '95, 1,000 o.h.v. and '96 Wanderbury Vallant
ARIEL, '95, 1,000 o.h.v. and '96 Wanderbury Vallant
ARIEL, '96, 600 o.h.v. Twin (First), 97, 67, 67, 670 o.h.v. Twin, carnet 980 68.

TRUDUPH, '95, 690 o.h.v. Twin, (First), 97, 670 order 8:8

TRUDUPH, '95, 690 o.h.v. Twin, '15 mail was bonarch 819

TRUDUPH, '95, 690 o.h.v. Twin, '15 mail was bonarch 819

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TRUDUPH, '95, 690 o.h.v. Twin, '15 mail was bonarch 819

TRUDUPH, '95, 690 o.h.v. Twin, '95, 750 was bonarch 819

KORTOR, 48, 500 A.V., Uberry U.A. smooth ARZEE, 53. 460 A.V. Mod VB, teles, pillion, sevent, fifted Canderbury saloun, in malching man STYPEED, 19, 500 A.V. 72, Wats, Albion salou ARZEE, 79, 600 A.V. VB, teles, det. Maxedole to UTBREAM, 50 ASS 45, A.V. and TUBREAM, 50 ASS 45, A.V. and ANDELERS, 50, 400 O.K. (500 Microsofthe C./ MAYORLERS, 59, 400 O.K. (500 Microsofthe C./ Karolice, 1997). 679 16 679 16 600 10 630 10 630 10 699 10 SURBRAN, '40, No o.h.c. 86, Home made C/A, "Kwick-82"

A.J.S., '51, 500 c.h.v., Mod., 90, Twin, S.A., Streamline (B.A., '50, 500 c.h.v., teles., '58 Wats, Monarch, Velvet

Continued in next Column

EHRATIONS (Cond.) at 275,9 High Street, Astee Creh Prior 1704, 50, 609 e.v., telen., 55 Maxricke C/A saloon £169 19 17HER, 53, 600 e.v., telen., 53 Acot saloon ... £15 10 A. 51, 600 e.v., H21, 57 Bessner Devon C/A col. 8.A. chamie 

### AND SCOUTERS AT 726.6, HIGH STREET, ACTUAL
EXCELLIDA. 34, 35 c.c. Autocycle

11.4

EXCELLIDA. 34, 35 c.c. Autocycle

11.5

EXCELLIDA. 34, 35 c.c. Autocycle

11.5

EXCELLIDA. 34, 35 c.c. Autocycle

11.5

EXCELLIDA. 35, 36 c.c. Moped, Jegshelde, 5, 197 miles

11.5

EXCELLIDA. 37, 36 c.c. Moped, Jegshelde, 5, 197 miles

11.5

EXERCILE. 37, 36 c.c. Moped, Jegshelde, 5, 197 miles

11.5

EXERCILE. 37, 36 c.c. Moped, Jegshelde, 5, 197 miles

11.5

EXERCILE. 37, 36 c.c. Moped, Jegshelde, 5, 197 miles

11.5

EXERCILE. 37, 36 c.c. Moped, Jegshelde, 5, 197 miles

11.5

EXERCILE. 37, 36 c.c. Moped, Jegshelde, 5, 197 miles

11.5

EXERCILE. 37, 155 c.c. Scooter, extras

17.1

EXERCILE. 37, 155 c.c. Scooter, extras

17.1

EXERCILE. 37, 155 c.c. Scooter, extras

17.1

EXERCILE. 37, 155 c.c. Belia Scooter, spare wheel

17.1

EXERCILE. 37, 150 c.c. Belia Scooter

17.1

EXERCILE. 37, 150 c.c. Belia Scoot PEDS AND SCOOTERS AT 275 0, HIGH STREET,

| DATYUS, 98, 225 co. Attentive Science | \$1.00 in | \$2.00 in | \$2

BOLOS AT 276 BRIXTON HILL B.S.A. 79, 250 o.b.v. 1990, Indicided B.S.A. 47, 500 s.v. M20, Indicided MATCHILES, 16, 500 o.b.v. G30, teles, pillion MATCHILES, 16, 250 o.b.v. G31, teles.

Continued in next Column

#### NORTON WANTED

PANKHURST OF HAMMERSMITH

URGENTLY required good used Norton, send par-ticulars and price, buyer will call; best prices paid. —514/316, King 86., Hammersmith. Riv. 1401. [W1136]

SMITH'S, 96, Coalk Farm Rd., N.W.1, want Nortons. [0089/R

GEORGE CLARKE pay most for Norton. -278, Brixton Hill, N.W.2. Tul. 3211. [W1019

PRIDE & CLARKE.—Biggest demand, highest prices.

-158. Stockwell Rd., S.W.9. Tel. Brixton 5251
[W1096/R

CLAUDE RYE argently require all models, get our price first! H.p. accounts settled, we pay carriage. -895-921, Fulham Rd., S.W.S. Ren. 6174. (W1105/8

#### NORTON SPARE PARTS

T.M.
NORTON spare parts specialis's; largest selection of new genuine Norton spares in the south of Rucland, all available parts in stock, prompt c.o.d. service; call, write or phone.—Taylor Matterson, 74, Bedford Hill, Balham, S.W.12. Balham 4201-2.

C.O.D. return post.
NORTON gear box spares.

JOE FRANCIS MOTORS, Ltd., 340, Footscray Rd., New Eltham, S.E.S. Eltham 1373. [0156/R

HOE STREET GARAGE, Ltd.—Genuine spares; Conter, c.o.d., trade.—414, Hoe St., W'stow, E.17. Tel. Cop. 1710.

ELEANOR MOTORS, Norton spares specialists, prehensive stock, c.o.d. by return, trade supplicate, Mare St., Hackney E.S. Amherst 5134.

H. L. DANIELL, the Norton expert.—Comprehensive spares service, c.o.d. by return.—65, Dartmouth Rd., Forest Hill, 8.E.23. For. 5895.

GODFREYS, Ltd., Norton spare stockists: c.o.d.— 226-234, London Rd., Croydon, Cro. 3641; and 220, Barking Rd., E.6. Gro. 8088. (61052/R

KAYS OF BALING, Ltd. Norton spare parts atockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Bailing, W 5, Bail. 2387.

CLAUDE RYE. Ltd., Norton specialists, large range of post-war and W.D. spares; write for free list of W.D. spares.—695-921, Fulham Rd., S.W.6. Renown 6174.

GUS KUHN MOTORS invite you to try us for your genuine Norton apare parts.—275, Ciapham Rd., Stockwell, London, S.W.9. Tel. Brixton 5606 and 9455. Prompt c.o.d. by return service.

#### N.S.U.

HUMPHREYS, N.S.U. distributors for North London. Immediate delivery, Super Max, Prima scooter and Quickly: full range of Quickly and Prima spares, counter or c.o.d.—Frimphreys, Ltd., 122, Hampstead Rd., NW.I. Existon 3526 Saice, and Euston 6556 Spares. Close Thursday I p.m.

WHITBYS.—Grand display N.S.U. Prima and Quickly.—275, Acton Vale. London, W.3. She. [C1128/R

CLAUDE RYE,—Immediate delivery including new 5-Star Prima; choice of colours; terms.—895-921.
Fulham Rd., S.W.6 Renown 6174. [C1105/R

SLOCOMBES OF NEASDEN!!! for your new N.S.U. Primas, etc., terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355 (8 lines). [Cliis

#### PANTHER

SLOCOMBES OF NEASDEN!!! for your new Panther; terms and exchanges, 239-271, Neasden Lane, N.W.10. Gladatone 5355 (8 lines).

95 ms.—Panther 1952, 600cc obv combination, extras, very good condition, taxed; terms, exchanges, list; open 9-7 week-days and Smitch, Hampstead (Tube), N.W 5. Ham, 6941. [C1114

WHITTAKERS OF BLACKPOOL for your Panther; immediate delivery from stock; als types of sidecars.—19, Cookson St., Blackpool. 24326.

RAPID MOTORS.—Every Fanther available from stock, including model 35 250 twin; largest distributors in the country—269, Haydons Rd. Wimbledon. S.W.19. Che. 3202-5, and 70-74, Godslome Rd. Whyteleafe. Surrey Djanda 6995.

#### PANTHER WANTED

GEORGE CLARKE pay most for Panther. - 278, Briz-ton Hill, S.W.2. Tulse Hill 3211. [W1019 ROWLAND SMITH'S, the Panther huyers.—Hamp-stead High St., Londog, N.W.3. Ham. 6041.
[W1114/R PRIDE & CLARKE -Biggest der and, highest prices.

-158, Stockwell Rd., S.W.9. Tel. Brix'on 6251.
[W1096/R]

## PANTHER SPARE PARTS

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| SOLOS (Cont.) at   | 876, Brixton Hill  | Cash P.   | rine |
|--|--|-----------|------|
| B.S.A., '46 250 o.h.v. Cll. teles.                                 | d.mat  | . 830     | 10   |
| TRIUMPH, '48, 350 o.h.v. ST T                                      | win, teles   | 836       | 10   |
| IR.S.A., '47, 500 c.h.v. B33 toles                                 | dot., carrier  | 435       | 10   |
| B.S.A., '32, 250 o.h.v. Cll, sper.                                 | . d/seat, w/sers cseri   | ter #34   | 10   |
| DOUGLAS, '48, 350 o.h.v. Twin,<br>NORTON, '47, 560 o.h.v. Model    | S'A, d'seat, carrier   | . 835     | 10   |
| NORTON, '47, 500 o.h.v. Model                                      | 18, teles  | 836       | 10   |
| VELOCETTE, '51, 300 s.v. LE Twi                                    | m, pillion, panns,, w err  | n. 655    | 10   |
| B.S.A., '48, 500 o.h.v. B33, teler                                 | L. W. SCEEL  | 630       |      |
| DOUBLAS, 49, 380 D.h.v. Twin.                                      | St.A. Greent   | . 639     | 10   |
| NORTON, '48, 600 s.v. Big 4, tel                                   | es., pillion   | . A30     |      |
| B.S.A., '49, 280 o.h.v. C11, teles.                                | disk, where,   | . 630     | 10   |
| ENFIELD, '51, 500 c.b.v., teles.                                   | diseat   | F 90      | 10   |
| NORTOH, '48, 500 o.h.v. E82, sp<br>ARIEL, '51, 500 o.h.v. Model VE | Co. County   | E 446     |      |
| TRIUMPR, '84, 100 c.b.v. T16, m                                    | t tolow, of read   | . 540     |      |
| ARIEL, '54, '800 o.h.v. Colt, spgr.                                | disease  | . 640     |      |
| DOUGLAS '50 350 o h v. Turin                                       | MA Almost Squares  | 856       |      |
| DOUGLAS, '50, 350 o.h.v. Twin,<br>ENFIELD, '51, 350 o.h.v. Model ( | I feles of most limited  | 454       | 10   |
| NORTON, '51, 800 o.h.v. M16, te                                    | los  | 847       |      |
| B.S.A., '53, 256 o.b.v. C11, d/see                                 | f. store.  | 200       |      |
| SUNBEAM, '40, 500 o.b.c., spgr.                                    | nillion  | 863       |      |
| A.J.S., '53, 500 o.h.v. Model 18,                                  | teles.   | 865       | 10   |
| ARIEL, '31, 500 o.h.v. Red Hunts                                   | er, sper, diseat, lishish  | Sec . 865 | 10   |
| B.S.A., '32, 500 o.b.v. A7, spgr.,                                 | funiscat   | . 907     | 18   |
| HORTON, "54, 600 s.v., teles., dm                                  | alseat   | 644       | 18   |
| ARIEL, 58, 200 o.h.v. Colt. spgr.                                  | . disent   | . 800     | 10   |
| TRJUMPH, '55, 200 c.h.v. Two                                       | oper., d/umit  | . 600     |      |
| A.J.S., '52, 500 o.b.v. 188, 8/A,                                  | Leent  | . #36     |      |
| B.S.A., '53, 350 o.h.v. Bill, spgr                                 | i, direct, pands, mire   | or #76    | 30   |
| ENFIELD, '54, 500 o.b.v. 8/A, de                                   | mbest  | 879       | 10   |
| SORTON, '52, 500 o.h.v. E82, 8                                     | A, dualect   | 476       |      |
| ARIEL, 52, 500 o.h.v. VHA, spi                                     | er, disease entreprint   | . 876     |      |
| B.S.A., '52, 350 o.h.v. Gold Star, SUNBRAM, '51, 500 o.h.c. 86 Twi | ebilitie almong annual   | . 878     | lo   |
| B.S.A., '50, 250 o.h.v., apgr., du                                 | de de la constante de la const | . 682     | 10   |
| markety was men o.e.v., spare our                                  | MINER AND DESCRIPTION OF THE PARTY OF THE PA | - 565     | 10   |

|  | _           | -   |
|--|-------------|-----|
| A.J.S., '53, 500 o.h.v., 8/A, dualecat   |             | 10  |
| B.S.A., '55, 500 c.b.v. B33, S/A, dual-set   | 685         | 10  |
| EMPIKED, '56, 250 o.h.v. Clipper, S. A. diveat, wigorn   | 887         | 10  |
| ARIEL, '54. 350 c.b.v. NH, S/A, dualorat   | 505         | .10 |
| B.S.A., '92, 650 o.h.v. A10 Twin, S/A, dualered  | 890         | 11  |
| MATCHLESS, '53, 500 o.b.v. G808, 8/A d/st., carriet  | 699         | 10  |
| ARIEL, '55, 350 o.h.v. Red Hunter, S.A. dualment   | \$1.00      | 10  |
| B.S.A., '56, 250 o.h.v. Clth. 8/A, dualment, fairing   | \$100       | 16  |
| DOUGLAS, '57, 350 c.h.v. Twin, Dragonfly, 8/A, d/st  | 6100        | 10  |
| MATCHLESS, '54, 350 o.h.v. G3LS, S/A, dist,  | \$1.00      | 10  |
| VINCENT, '53, 560 o.h.v. Comet, S.A. dualsent  | \$115       | 34  |
| TRIUMPH, '53, 650 o.h.v. T'bird, spr. hub, d/st  | \$110       | 10  |
| ARIEL, '55, 500 o.h.v. KH Twin, S.A. dunlacat  | 8119        | 3.0 |
| MATCHLESS, '53, 500 o.h.v. G9 Twin, sarm, d/st   | 8128        | 14  |
| B.S.A., '56, 350 o.h.v. B31, B A, dualment   | 61.99       | 10  |
| A.J.S., '55, 500 ol Model 189, 8 A. d/mnl  | 6135        | 10  |
| B.S.A., '55, 500 o.h.v. Star Twin, B.A. diseat, care,  | 6130        | 10  |
| MATCHLESS, '55, 500 c.h.v. G808, B/A, d/sent   | \$1.3B      | 10  |
| B.S.A., '57, 356 o.h.v. B31 de laxe, 8/A, dualesat   | 8145        | 10  |
| NORTON, '56, 350 o.h.v. Model 50, S.A. d/seat  | 8146        | 10  |
| TRIUMPH, '84, 800 o.h.v. T100, S/A, dualment   | \$140       | 16  |
| ARIEL, '56, 506 o.h.v. KH Twin, 8/A, d/seat, c/bar   | £149        | 10  |
| ENFIELD, 57, 350 o.h.v. Bullet, S.A. dualment  | 6149        | 10  |
| MATCHEME, 55, 500 n.h.v. G9 Twin, S/A, duniment  | \$1.49      | 10  |
| ARIEL, '54, 650 o.h.v. FH Twin, S.A. d. sent, fairing  | \$1.46      | 14  |
| NORTON, '54, 500 o.h.v. Dom. 88, 8/A, d/st., frg   | \$155       | -14 |
| B.S.A., '56, 656 o.h.v. A10 Tw., s/arm, d/sent   | £150        | 18  |
| B.S.A., '54, 500 o.h.v. Gold Star, s/arm, d/mod, extras  | \$150       | 10  |
| TRIUMPH, '57, 500 c.h.v. &T, Twin, dualscat  | 6178        | 10  |
| ARIEL, '58, 200 c.h.v., S.A. dualment. As new  | 6179        | 14  |
| MATCHLESS, '56, 500 o.h.v. G0 Twin, S/A, d/st., carrier  | 4179        | 16  |
| MORTON, '56, 600 c.h.v. Dom. 90, 8/A, duniosat   | \$1.79      | 10  |
| MORTON, '56/57, 500 o.h.v. Dom, 88, n. arm, d. seat, 5,060m  | 6189        | 10  |
| HORTON, '87, 600 o.h.v. Dom, 77, # A. dunlsent   | 6189        | 14  |
| A.J.S., '37, 500 o.h.v. Mod. 20, ajurna, d/st., parm., carr  | \$196       | 10  |
| TRIUMPH, '56, 350 o.h.v. T21 Twin, S.A. d sent   | <b>E199</b> | 10  |
| MATCHLESS, '57, 600 c.h.v. G11, S.A. dualment  | 8200        | 10  |
| ARREL, '88, 690 o.h.v. H'master Sports S/A, dunbout.   | 8819        | 16  |
| B.S.A., '58, 680 c.h.v. A10 Twin, B.A. dunisens.   | 6810        | 16  |
| MATCHLESS, '80, 000 o.h.v. G11 Twin, 8:A. dist. corrier  | 2000        | 11  |
| A COUNTY OF THE PARTY OF THE PA | -           | -   |

| П | BOLOS AY 178 9, RIGH ST., ACTUS                              |       |    |
|---|--|-------|----|
| Н | TRIUMPH, '38, 600 s.v  | . 88  | 1  |
| ı | TRIUMPH, '30, 500 o.h.v., ii. Twin, spgr., d./d              | 119   | 3  |
| ı | B.S.A., '48, 300 p.h.v. BSI, teles., spgr., dusieset         | 600   | а  |
| ı | TRIUMPH, '46, 500 o.b.v. Tiger 100 Twin, telep               | 430   | 3  |
| ı | ARIRI, '43, 350 o.h.v., teles.                               | 649   | 3  |
| ł | B.S.A., '20, 200 o.h.v. B318, teles., mgr., d sh.            | 540   | 3  |
| ı | INDIAH, '84, 280 s.v., Beave                                 | 640   | ŝ  |
| ŀ | B.S.A., '40, 350 c.h.v. B318, spgr., telen., dod,            | \$50  | ā  |
| ı | ENDIAN, '84, 260 s.v. Brave, s.a. pasaters, d.b.             | 860   | а  |
| ı | B.S.A., '80, 380 c.e. 8/A, d/et., olip-ons                   | 800   | З  |
| ı | ARIEL, '55, 200 c.h.v., Colt, spring frame                   | 900   | а  |
| ı | TRIUMPH, '58, 300 o.h.v. Cub, teles., spgr., pageters        | 879   | 3  |
| ı | PANTHER, '55, 250 c.c. o.h.v., spgr., crash bur fegatelds    | 879   | 3  |
| ۱ | TRIUMPH, '50, 650 o.h.v. Twin, teles., a/hub, 4/et           | 480   | а  |
| ۱ | A.J.S., '53, 500 c.h.v. 186, teles., s arm, or bar, &t horns | 290   | а  |
| 1 | VELOCETTE, '83, 350 o.b.v. MAC                               | 898   | а  |
| ı | B.S.A., '55, 350 o.h.v., B31, s/arm                          | £100  | 3  |
| 1 | TREUMPH, 53, 500 o.b.v. ST, teles., dest., a hub             | 8100  | а  |
| 1 | ARIEL, '56, 360 o.b.v. NH, s/arm, d/st                       | 6119  | а  |
| ı | VINCENT, '52. 560 o.h.v. Comet, s/arm, orask bor, d.at.      | 6119  | 43 |
| 1 | B.S.A., '56, 356 o.h.v. Mod. B318, teles., s/arm, d.d        | 6130  | a  |
| ı | B.S.A., '55, 650 o.b.#. \$100, sogr., pansiers, d/st,        | 6140  | 45 |
| 1 | TRIUMPH, '55, 650 o.h.v. T110 Twist, slares, dist,           | 8156  | а  |
| 1 | TRIUMPH, '56, 500 o.b.v., T100, starm                        | \$160 | a  |
| ı | TRIUMPH, '54, 500 c.h.v. T100, slarm, alloy motor            | £100  |    |
| ı | B.S.A., '56, 660 c.c. o.h.v., Plask, teles., spgr., dot      | \$179 |    |
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| B.S.A., '53, 650 G. Finsh, d/seat, c/bars, s/fr  | 1         | 1119       | 10             |
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| B.S.A., '54, 650, G. Flash, s/arm, d/seat etc  | 1         | 145        | 10             |
| B.S.A., 55, 500 Shooting Star, s/arm, d/st.  | 241. 8    | 145        | 10             |
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| D.M. W., 35, 197, 8 arm, d seat, as new  |           | 100        | 10             |
| potter as '56 250 Descensor dist. ober of  | 111       | 110        | 10             |
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| EMPIRED, 'St. 150 Engign, affr., Ishids, etc   |           | 245        | 10             |
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| EXCELSIOR, '84, 197, s/acrs, d/seat, sern  | 118       | \$58       | 10             |
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| EMPIELD, 57, 350 Businet, Gott, Avon Fairing.  EXCELSIOR, 34, 197, yazrm, diseat, scrip.  EXCELSIOR, 56, 250 Twin, effr. diseat  EXCELSIOR, 567, 197, wazrm, 4 spds. diseat etc.  P. BARNETT, 54, 125, afr., 434, nice cond.   |           | 249        | 10             |
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| P. BARNETT, '57, 197, starm, diseat, taxed   | 1         | 100        | 10             |
| P. BARNETT, '58, '350 Cruiser, d/seat, panniers  | 1         | 139        | 10             |
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| JAMES, '56, 98 c.c. Comet, spdo., plin., etc   | 100       | £55        | 10             |
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| TAMES, '80, '220, MARTIN, G. 18866, LAXOU  |           | 1100       | 10             |
| JAWA, '54, 150, s/arm, d/et,, attractive   |           | 250        | 10             |
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| WATCHLESS, '55, 350, s/sem, d/st., attractive  |           | 1129       | 10             |
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| MATCHLESS, '37, 600 Twin, d/seat, nice condition.  | · · · · · | 199        | 10             |
| MATCHLESS, '57, 500 G9 Twin, really nice   | 1         | 1196       | 10             |
| HORMAN, '56/7, 197, s/arm, d/st., attractive   |           | 485        | 10             |
| NORTON, '50, 500 Dominator Twin, bargain   |           | 279        | 10             |
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| HORTON, 54, 500 Dominator, s/arm, Fairing  |           | 120        | 10             |
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| TRIUMPE, '55, 300 Cub, d/st., sfr., taxed Dec.<br>TRIUMPE, '51, 650 Thunderbird, a hub, d seat   |           | 200<br>202 | 10             |
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| (Continued in next column)   |           |            |                |
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G. K. RAE, Chiswick, offers a magnificent stock of real bargain prices on very easy terms, wonderful allowance on your old machine; established over 20 years and known for courteey and honest dealing, remember! Whether buying or selling it always pay out to "call to-day of O. K. Rae."—Ask your Dad'l G. K. RAE 3. Great Went Rd., Chiswick, W.4. Tel. Chiswick 2451.

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1950 197 Dot, 1951 197 Francis-Barnett, Bennett, S. Naylor Rd., S.E.15. New, 3137. [C1081

#### THREE-WHEELERS AND CARS

£396 inish, black leather. £295 iii-Rijey Imp 2-seater, really first-class.

£195!!-1954 A.C. Petite, blue, nice runner.

!!-M.G. M type 2-seater, runs well, £75 CHOICE of many other Morgan 3-wheelers.

A LSO a selection of small hp saloon cars from £25 to £65 at ½ deposit.

ROM one-quarter deposit on all above, balance 12, 18 or 24 months; your motor cycle or combination in part exchange; tel. or write for list; 9-6 week days, 10-1 p.m. Sunday for inspection.

MERCURY MOTORS, Universe House, £24-6, Harrow Rd., Wembley, Wembley 6058-9. (C1084)

COMERFORDS.—New Austin A35, Metropolitan, Healey Sprite, Ford, Heinkel, Messerschmitt, Bond. Reliant; m'cs taken in exchange.—Portamonth Rd. Thames Ditton, Burrey. Emberbrook 5531. (21006

#### A.C. PETITE WANTED

GEORGE CLARKE pay most .-- 278, Brixton Hist. [W1019

THE MOTOR CYCLE PEOPLE

| Ш  | (Continued from previous column)   | SH PRI   | CR.                                     |
|--|--|--|---|
| П  | VELOCETTE, '58 200 Vallant, c'bars, 1 owner  |  | 10                                      |
| Ħ  | VINCENT, '50, 500 Comet, really pice cond  | 600  | 10                                      |
| П  | VINCENT, '50, 500 Comet, really nice cond  | 8119   | îŏ                                      |
| ø  | ZUNDAPP, '56, 200 c.c., s'arm, teles, d'seat   | 499  | 10                                      |
| μ  | ZUNDAPP, '56, 200 c.c., s'arm, teles, d'seat<br>ZUNDAPP, '57, 200 S, s'arm, d'seat, saip   | 8100   | 10                                      |
| βĺ   | COMMUNATIONS   | 1 7 7 7  |   |
| μ  | A.J.L. '47, 500 O.H.V., teles., discat, Watsonian salcon   | -  |   |
| į١   | sidecar, bargain   | 850  | 10                                      |
| П  | course soor beautiful and  | 8959   | 10                                      |
| ø  | BAA. '56 500 HV nillion 2 sts sale   |  | 4.0                                     |
| p)   | dependable optiti, taxed   | 650  | 10                                      |
| ø  | coupe s/car, beautiful cond.  B.A. '56, 200 S.V., pillion, 2 vir. saloun s car, real dependable outht, taxed  B.S.A. '51, 600 S.V. M.21, teles, d seat, 1957 Busma   | 10   | 50                                      |
| jil  | Devon 2-str. saloon sideon:<br>B.S.A., '53, 500 S.V., teles. d/east etc., Swallow Comet  | £100   | 10                                      |
| ø  | B.B.A., '53, 500 B.V., teles., d/seat etc., Swallow Comet  | 5.33   |   |
| ø  | 2-str. saloon sidecar<br>B.S.A., '54, 650 G. Flash, a arm, dispat, brand new   | 6100   | 10                                      |
| 11   | Waterman 2-str sel seas. A arm, G spal, brand hew  | 6199   | 10                                      |
| П  | Waternian 2-str. sal. s/car  |  |   |
|  | chester s/car, attractive outfit   | £219   | 10                                      |
| JI   |  |  |   |
| 1  | York 2 adult sideour   | 6063   | 10                                      |
| 11   | MATCHLESS, '51, 800 G9 Twin, a arm, diseat, Swallow  |  |   |
| 11   | Jet 80, s/car, real bargain.  **MATCHLESS, '54, 500 O.H.V., s/arm, d/seat, Watermina.  | £119   | AU                                      |
| 11   | Monarch a/car, attractive outfit   | \$150  | 10                                      |
| ø  | Monarch s'ear, attractive outht NORTON, '50, 500 S.V., toles., pite, atc., Watsssian Sports Coupe s'oar, taxed December NORTON, '53, 500 S.V. teles., pile., etc., Swallow Coupe   | -  |   |
|  | Sports Coupe s/car, taxed December   | £75  | 10                                      |
| 1  | BURIUM, 53, 500 S.V. teles., plin., etc., Suallou Coupe  | -  | 20                                      |
| 1  | MORTON, '57, 600 Model 88 Twin, brand new Waterblan  | 100  | 40                                      |
| 1  | Monarch sone superh outfit   | 6500   | 20                                      |
|  | P. & M., '51, 800 O.H.V., tales, disease ste attractive  | -  | -                                       |
| 1  | 2 seater, saloon sidecar   | 6109   | 30                                      |
|  | Monarch sear, superb cutfit P. & M., 51, 600 O.R.V., teles, diseat etc., attractive 2 center, saloon sidecar TRIUMFH, 53, 660 T. Bird, alub, diseat, brand new   | -  |   |
| 1  | Watsonian Maxwoke Z-str. a/cor   | 2100   | 10                                      |
| 1  | BULLA SS 150 AND   | CARS   |   |
| 1  | manada, co, roo, chan sent, 3 spice, serven  |  |   |
| 100  | RELLA, '55, 200 offer carries taxed  | 689  | - 10                                    |
| 1  | BELLA, '55, 200, plin., carrier, taxed   | £99  | 10                                      |
| -  | BELLA, '55, 200 p.lin., carrier, taxed.  BELLA, '56, 200 c.c., sersen, carrier, d.seat  BELLA, '57, 150, sersen, carrier, s.starter.   | £119<br>£119   | 10                                      |
| -  | BELLA, '55, 200, plln., carrier, taxed.  BELLA, '56, 200 o.c., screen, carrier, d.esat.  BELLA, '57, 150, screen, carrier, sciarter.  BELLA, '58, 156, d.esat, alstarter, taxed.   | £119<br>£129<br>£149   | 10                                      |
| -  | BELLA, 55, 200, plb., carrier, taxed BELLA, 55, 900 c.m. sersen, carrier, dismat. BELLA, 57, 150, sersen, carrier, sistarter. BELLA, 20, 150, decad, sinarter, taxed. B.S.A., 20, 70 c.r. Dandy, 2 apts, sheolute map.   | £119<br>£129<br>£149<br>£39  | 10                                      |
| -  | BELLA, '56, 200, pile, carrier, taxed.  BELLA, '56, 200 o.c., screen, carrier, diseat.  BELLA, '87, 130, screen, carrier scientiff.  BELLA, '82, 150, diseat, scarrier, scientiff.  BELLA, '87, 100, c. Dandy, 2 spis, absolute sulp.  DATON, '97, '226 Albatoss, really nice cond.  | £119<br>£129<br>£149<br>£39<br>£139  | 10010                                   |
| -  | BELLA, '56, '200, plin., carrier, taxed BELLA, '56, '900 cc., series, carrier, diseat, BELLA, '87, '900 cc., series, carrier, eleaster BELLA, '87, '150, sereun, carrier, selaster BELLA, '88, '150, diseat, setaster, taxed B.S.A., '57, '70 cc. Dandy, '2 spds., absolute sup, DATON, '97, '256 Albatrons, really unice cond. D.E.B., '87, '8, 160 Dove, diseat, red and grey KIRFT, '56, '900, staters, carrier, land.  | £119<br>£129<br>£149<br>£139<br>£139<br>£119   | 100100100100100100100100100100100100100 |
| -  | BELLA, 26, 100, dual east, 3 spds., sected.  BELLA, 26, 100, dual east, 3 spds., sected.  BELLA, 26, 200, plln., carrier, taxed.  BELLA, 37, 150, sevenn, carrier, disard.  BELLA, 37, 150, sevenn, carrier, spdartes.  BELLA, 37, 100, sevenn, carrier, spdartes.  BELLA, 37, 100, sevenn, carrier, spdartes.  BELLA, 37, 100, co., Dandry, 2 spds., absolute snip.  DATON, '97, 226 Albatros, really nice cond.  DER, 378, 180 Deve, diesaf, red and grey.  XIBFT, '56, 200, sistarter, carrier, taxed.  | £99<br>£119<br>£129<br>£149<br>£39<br>£139<br>£119<br>£119   | 100100100100100100100100100100100100100 |
| -  | BELLA, '56, '200, pills, carrier, taxed BELLA, '57, '900 oc., survier, carrier, direct, BELLA, '37, '150, screen, carrier, selative; BELLA, '37, '150, screen, carrier, selative; B.S.A., '37, '70 c.c. Dandy, '2 spds, absolute supploATTON, '77, '226 Albattons, really unice cond. D.E.R., '57'%, '160 beve, direct, order of and grey, KIEFT '36, '700, silatire; carrier, taxed LAMBRETTA, '54, 125, pills, scru, carrier, LAMBRETTA, '55, 150 Model D, pills, carrier,   | £99<br>£119<br>£129<br>£149<br>£39<br>£119<br>£119<br>£119<br>£75  | 100100100100100100100100100100100100100 |
|  | RELLA, '56, 200, pills. carrier, taxed BELLA, '57, 200 c.e. sureon, carrier, dipmat. BELLA, '37, 150, sureon, carrier, dipmat. BELLA, '37, 150, sureon, carrier, sidarter BELLA, '37, 70 c.e. Dandy, '2 spds., absolute sulp. DATTON, '37, '250 Albastoner, really size cound. RIMFT, '35, 200, sidarter, carrier, taxed LAMBRETTA, '55, 120, Min. serus. carrier, LAMBRETTA, '55, 120, Min. serus. carrier, LAMBRETTA, '55, 150 Model D, pilm, carrier LAMBRETTA, '55, 150 Model D, pilm, carrier, LAMBRETTA, '55, 150 Model D, pilm, carrier, serus. hand  | £99<br>£119<br>£129<br>£149<br>£39<br>£119<br>£119<br>£119<br>£75<br>£89   | 100100100100100100100100100100100100100 |
|  | BELLA, '56, '200, plin., carrier, taxed BELLA, '57, '800 o.c., sureaco, carrier, direct. BELLA, '37, '100, screen, carrier, pleater, BELLA, '37, '100, screen, carrier, pleater, BELLA, '37, '100, carrier, pleater, BELLA, '37, '70 c.c. Dandy, '2 spds., absolute sulp. DATON, '70 '250 Albatrone, really nice cound. DER., '57%, '180 Dove, direct, carrier, taxed. LABSRETTA, '54, 125, plfts, scrts, coxrier, LABSRETTA, '55, 126 Model D, plfts, carrier, caxed. LABSRETTA, '55, 126 Model D, plfts, carrier, caxed. LABSRETTA, '55, 126 Model D, plfts, carrier, caxed. LABSRETTA, '57, 160, slythed, carrier, screen, caxed.   | £99<br>£119<br>£129<br>£149<br>£39<br>£119<br>£119<br>£75<br>£89<br>£75  | 100100100100100100100100100100100100100 |
|  | RELLA, '56, 200, plin. carrier, taxed BELLA, '57, 200 c.e. sureon, carrier, dimat. BELLA, '37, 150, sureon, carrier, dimat. BELLA, '37, 150, sureon, carrier, sidarter BELLA, '37, 70 c.e. Dandy, '2 spds., absolute sulp. DATTON, '37, '256 Albastoner, resilv since cound  KIMFT, '35, 200, sidarter, carrier, taxed LAMBRETTA, '55, 120, Min., serus, carrier, LAMBRETTA, '55, 120 Model D, plin., carrier LAMBRETTA, '35, 150 Model D, plin., carrier LAMBRETTA, '35, 150, Wheel, carrier, serus, hazed  LAMBRETTA, '35, 150, sureon, swheel, sarrier, serus, hazed  LAMBRETTA, '37, 120, sureon, swheel, sarrier, and taxed   | 290<br>2119<br>2129<br>2149<br>239<br>2119<br>2119<br>200<br>275<br>289<br>2100  | 100100100100100100100100100100100100100 |
|  | RELLA, '56, '200, pills, carrier, taxed  BELLA, '57, '900 oc., sureson, carrier, direct,  BELLA, '37, '100, screen, carrier, pictarior,  BELLA, '37, '100, screen, carrier, pictarior,  BLLA, '37, '100, cc. Dandy, '2 spds., absolute sulp,  DATON, '57, '25d Albatone, really nice cound.  DE.R., '57%, '180 love, direct, really nice cound.  LABSRITTA, '35, 126, pills, scru, carrier,  LABSRITTA, '35, 126, pills, scru, carrier,  LABSRITTA, '35, 126, swheel, carrier, scru,  LABSRITTA, '35, 126, swheel, carrier, scru,  LABSRITTA, '37, 126, certs, wheel, pills, scr.  LABSRITTA, '37, 126, dats, sorn, carrier.  LABSRITTA, '36, 126, Mark III, scr.  LABSRITTA, '36, 126, Mark III, scr.   | \$190<br>\$119<br>\$129<br>\$149<br>\$139<br>\$139<br>\$119<br>\$119<br>\$20<br>\$20<br>\$20<br>\$20<br>\$100<br>\$110   | 100100100100100100100100100100100100100 |
|  | RELLA, '56, 200, plin. carrier, taxed BELLA, '57, 200 c.e. sureon, carrier, dipmat. BELLA, '37, 150, sureon, carrier, dipmat. BELLA, '37, 150, sureon, carrier, sidarter BELLA, '37, 70 c.e. Dandy, '2 spds., absolute stdp. DATTON, '37, '252 Albastoner, resilv since cond. KILFT, '36, 200, sidarter, carrier, taxed LAMBRETTA, '54, 120, plin, setus. carrier, LAMBRETTA, '54, 120, plin, setus. carrier, LAMBRETTA, '35, 150 Model D, plin, carrier LAMBRETTA, '35, 150 Model D, plin, carrier LAMBRETTA, '37, 120, Model D, plin, carrier LAMBRETTA, '37, 120, Model D, plin, carrier, superior, supe | \$119<br>\$129<br>\$149<br>\$139<br>\$139<br>\$119<br>\$119<br>\$20<br>\$20<br>\$20<br>\$100<br>\$119<br>\$119<br>\$119<br>\$210<br>\$119<br>\$119<br>\$210<br>\$210<br>\$210<br>\$210<br>\$210<br>\$210<br>\$210<br>\$210 | 100100100100100100100100100100100100100 |
|  | RELLA, '56, '200, plin., carrier, taxed  BELLA, '57, '800 o.c., sureou, carrier, direct,  BELLA, '37, '100, screen, carrier, pictarior,  BELLA, '37, '100, creen, carrier, pictarior,  BELLA, '37, '100, carrier, pictarior,  BELLA, '37, '70 c.c. Dandy, '2 spds., absolute sulp,  DATON, '57, '250 Albatrone, really nice cond.,  DE.R., '57%, '180 love, direct, carrier, taxed.  LARGETYA, '54, 126, plin., scrue, carrier,  LARGETYA, '55, 126, Mordel D, plin., carrier,  LARGETYA, '57, 125, creen, awheel, plin., carrier,  LARGETYA, '57, 125, creen, awheel, plin., scr.  LARGETYA, '57, 125, creen, awheel, plin., scr.  LARGETYA, '57, 125, creen, awheel, plin., scr.  LARGETYA, '56, 126, Mark III, scrue, piln., scr.  LARGETYA, '56, 126, Mark III, scrue, piln., sce.   | \$99<br>\$119<br>\$129<br>\$139<br>\$139<br>\$119<br>\$119<br>\$75<br>\$89<br>\$109<br>\$109<br>\$109<br>\$125<br>\$125<br>\$125<br>\$125  | 100100100100100100100100100100100100100 |
|  | RELLA, '56, 200, plin. carrier, taxed BELLA, '57, 200 c.e. sureon, carrier, djmat. BELLA, '37, 150, sureon, carrier, djmat. BELLA, '37, 150, sureon, carrier, syldarice, BELLA, '37, 70 c.e. Dandy, '2 spds., absolute sulp. DATTON, '37, '250 Albastoner, really size cond.  KIMFT, '36, 200, sistater, carrier, taxed LAMBRETTA, '55, 150 Model D, plin. carrier, LAMBRETTA, '35, 150 Model D, plin. carrier, LAMBRETTA, '35, 150 Model D, plin. carrier, LAMBRETTA, '37, 150 Model LL, carrier, symbl. supper.  | \$99<br>\$119<br>\$129<br>\$139<br>\$139<br>\$119<br>\$119<br>\$29<br>\$275<br>\$89<br>\$100<br>\$119<br>\$119<br>\$125<br>\$135   | 100100100100100100100100100100100100100 |
|  | LAMBRETTA, '55, 169 Model B, pilm, carrier.  LAMBRETTA, '55, 169, Nyubed, carrier, sern., saxed.  LAMBRETTA, '57, 169, Knoled D, pilm, taxed.  LAMBRETTA, '57, 129, cern., awheel, pilm, etc.  LAMBRETTA, '57, 129, cern., awheel, pilm, etc.  LAMBRETTA, '57, 129, cern., awheel, pilm, etc.  LAMBRETTA, '56, 129, Mark III, sern., pilm, etc.  LAMBRETTA, '56, 129, Mark III, sern., pilm, etc.  LAMBRETTA, '57, 150, indicater, many extras.  LAMBRETTA, '58, 175 TV, coly 60 miles.  MAIOLATTA, '37, 209, sern., disead, carrier.  | 275<br>289<br>289<br>2109<br>2109<br>2119<br>4125<br>2135<br>2179<br>2169  | 100100100100100100100100100100100100100 |
|  | LAMBRETTA, '55, 169 Model B, pilm, carrier.  LAMBRETTA, '55, 169, Nyubed, carrier, sern., saxed.  LAMBRETTA, '57, 169, Knoled D, pilm, taxed.  LAMBRETTA, '57, 129, cern., awheel, pilm, etc.  LAMBRETTA, '57, 129, cern., awheel, pilm, etc.  LAMBRETTA, '57, 129, cern., awheel, pilm, etc.  LAMBRETTA, '56, 129, Mark III, sern., pilm, etc.  LAMBRETTA, '56, 129, Mark III, sern., pilm, etc.  LAMBRETTA, '57, 150, indicater, many extras.  LAMBRETTA, '58, 175 TV, coly 60 miles.  MAIOLATTA, '37, 209, sern., disead, carrier.  | 275<br>289<br>289<br>2109<br>2109<br>2119<br>4125<br>2135<br>2179<br>2169  | 100100100100100100100100100100100100100 |
|  | LAMBRETTA, '55, 169 Model B, pilm, carrier.  LAMBRETTA, '55, 169, Nyubed, carrier, sern., saxed.  LAMBRETTA, '57, 169, Knoled D, pilm, taxed.  LAMBRETTA, '57, 129, cern., awheel, pilm, etc.  LAMBRETTA, '57, 129, cern., awheel, pilm, etc.  LAMBRETTA, '57, 129, cern., awheel, pilm, etc.  LAMBRETTA, '56, 129, Mark III, sern., pilm, etc.  LAMBRETTA, '56, 129, Mark III, sern., pilm, etc.  LAMBRETTA, '57, 150, indicater, many extras.  LAMBRETTA, '58, 175 TV, coly 60 miles.  MAIOLATTA, '37, 209, sern., disead, carrier.  | 275<br>289<br>289<br>2109<br>2109<br>2119<br>4125<br>2135<br>2179<br>2169  | 100100100100100100100100100100100100100 |
| The second secon | LAMBRETTA, '56, 150 Model D, pilm, carrier.  LAMBRETTA, 26, 160, Nyheel, carrier, seru., sazel.  LAMBRETTA, '57, 150, Model D, pilm, taxed.  LAMBRETTA, '57, 150, err., a, wheel, pilm, etc.  LAMBRETTA, '57, 150 disk, sorm, carrier.  LAMBRETTA, '57, 150 Model B, pilm, etc.  LAMBRETTA, '57, 150 Model H, sorm, carrier.  LAMBRETTA, '57, 150 Model H, sern, pilm, etc.  LAMBRETTA, '58, 150 T, volty 60 miles.  MAIOLETTA, '58, 150 T, volty 60 miles.  MAIOCHETTE, '36, 40 c., spd., electric horn.  MOTINETCAMB, '36, 150, sern, ci wheel, pilm.  MOTINETCAMB, '36, 150, sern, ci wheel, pilm.  SUNTANCAMB, '56, 150, sern, ci wheel, pilm.   | 275<br>289<br>289<br>2109<br>2109<br>2119<br>4125<br>2135<br>2179<br>2169  | 100000000000000000000000000000000000000 |
|  | LAMBRETTA, '56, 150 Model D, pilm, carrier.  LAMBRETTA, 26, 160, Nyheel, carrier, seru., sazel.  LAMBRETTA, '57, 150, Model D, pilm, taxed.  LAMBRETTA, '57, 150, err., a, wheel, pilm, etc.  LAMBRETTA, '57, 150 disk, sorm, carrier.  LAMBRETTA, '57, 150 Model B, pilm, etc.  LAMBRETTA, '57, 150 Model H, sorm, carrier.  LAMBRETTA, '57, 150 Model H, sern, pilm, etc.  LAMBRETTA, '58, 150 T, volty 60 miles.  MAIOLETTA, '58, 150 T, volty 60 miles.  MAIOCHETTE, '36, 40 c., spd., electric horn.  MOTINETCAMB, '36, 150, sern, ci wheel, pilm.  MOTINETCAMB, '36, 150, sern, ci wheel, pilm.  SUNTANCAMB, '56, 150, sern, ci wheel, pilm.   | 275<br>289<br>2109<br>2109<br>2119<br>2125<br>2135<br>2136<br>238<br>209<br>245<br>245<br>245<br>245<br>245<br>2419  | 100000000000000000000000000000000000000 |
|  | LAMBRETTA, '56, 150 Model D, pilm, carrier.  LAMBRETTA, 26, 160, Nyheel, carrier, seru., sazel.  LAMBRETTA, '57, 150, Model D, pilm, taxed.  LAMBRETTA, '57, 150, err., a, wheel, pilm, etc.  LAMBRETTA, '57, 150 disk, sorm, carrier.  LAMBRETTA, '57, 150 Model B, pilm, etc.  LAMBRETTA, '57, 150 Model H, sorm, carrier.  LAMBRETTA, '57, 150 Model H, sern, pilm, etc.  LAMBRETTA, '58, 150 T, volty 60 miles.  MAIOLETTA, '58, 150 T, volty 60 miles.  MAIOCHETTE, '36, 40 c., spd., electric horn.  MOTINETCAMB, '36, 150, sern, ci wheel, pilm.  MOTINETCAMB, '36, 150, sern, ci wheel, pilm.  SUNTANCAMB, '56, 150, sern, ci wheel, pilm.   | 275<br>289<br>2109<br>2109<br>2119<br>2125<br>2135<br>2136<br>238<br>209<br>245<br>245<br>245<br>245<br>245<br>2419  |   |
|  | LAMBRETTA, '56, 169 Model D, pilm, carrier.  LAMBRETTA, 26, 160, Nyheel, carrier, sern., saxel.  LAMBRETTA, 70, 180, Model D, pilm, taxed.  LAMBRETTA, 70, 190, Model LI, sern., sivabl, super.  LAMBRETTA, 70, 190, sivarier, many extras  MOTOBECABE, 266, 192, sern., sivabl, pilm,  HORBAR, 50, 50 cc., Nipsy, spdo., due, bite.  H. U. 70, Quickly, spdo., elec., here, taxed.  H. U. 70, Quickly, spdo., elec., here, taxed.   | \$75<br>\$89<br>\$100<br>\$100<br>\$119<br>\$125<br>\$135<br>\$170<br>\$150<br>\$230<br>\$110<br>\$1100<br>\$1100  |   |
| The second secon | LAMBRETTA, '56, 169 Model D, pilm, carrier.  LAMBRETTA, 26, 160, Nyheel, carrier, sern., saxel.  LAMBRETTA, 70, 180, Model D, pilm, taxed.  LAMBRETTA, 70, 190, Model LI, sern., sivabl, super.  LAMBRETTA, 70, 190, sivarier, many extras  MOTOBECABE, 266, 192, sern., sivabl, pilm,  HORBAR, 50, 50 cc., Nipsy, spdo., due, bite.  H. U. 70, Quickly, spdo., elec., here, taxed.  H. U. 70, Quickly, spdo., elec., here, taxed.   | \$75<br>\$89<br>\$100<br>\$100<br>\$119<br>\$125<br>\$135<br>\$170<br>\$150<br>\$230<br>\$110<br>\$1100<br>\$1100  |   |
|  | LAMBRETTA, '56, 160 Model D, pilm, carrier.  LAMBRETTA, 26, 160, Nyheel, carrier, sern., saxed.  LAMBRETTA, '57, 120, Sern., a, wheel, pilm, taxed.  LAMBRETTA, '57, 120, Sern., a, wheel, pilm, etc.,  LAMBRETTA, '57, 120, Morel III, errn., swhill, support.  LAMBRETTA, '57, 150 Mark III, errn., swhill, support.  LAMBRETTA, '58, 750 FV, only 50 miles.  MAIOOLETTA, '37, '250, sern., swheel, pilm,  MOURBAR, '56, 50 e.c. Nipsy, spdo., due, bitse.  H.E.U., '50, 150 Frins, symbl., pilm, ster, taxed.  H.E.U., '50, 150 Frins, symbl., pilm, ster, taxed.  H.E.U., '50 D Frins, symbl., pilm, ster, taxed.  FLATT, '507, '125, sern. expey  | #78<br>#89<br>#109<br>#109<br>#119<br>#125<br>#135<br>#179<br>#159<br>#45<br>#32<br>#169<br>#169<br>#169   |   |
|  | LAMBRETTA, '56, 160 Model D, pilm, carrier.  LAMBRETTA, 26, 160, Nyheel, carrier, sern., saxed.  LAMBRETTA, '57, 120, Sern., a, wheel, pilm, taxed.  LAMBRETTA, '57, 120, Sern., a, wheel, pilm, etc.,  LAMBRETTA, '57, 120, Morel III, errn., swhill, support.  LAMBRETTA, '57, 150 Mark III, errn., swhill, support.  LAMBRETTA, '58, 750 FV, only 50 miles.  MAIOOLETTA, '37, '250, sern., swheel, pilm,  MOURBAR, '56, 50 e.c. Nipsy, spdo., due, bitse.  H.E.U., '50, 150 Frins, symbl., pilm, ster, taxed.  H.E.U., '50, 150 Frins, symbl., pilm, ster, taxed.  H.E.U., '50 D Frins, symbl., pilm, ster, taxed.  FLATT, '507, '125, sern. expey  | #78<br>#89<br>#109<br>#109<br>#119<br>#125<br>#135<br>#179<br>#159<br>#45<br>#32<br>#169<br>#169<br>#169   |   |
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|  | LAMBRETTA, '36, 160 Model D, pilm, carrier.  LAMBRETTA, 26, 160, Nyheel, carrier, sern., maxel.  LAMBRETTA, '57, 120, Sern., awheel, pilm, taxed.  LAMBRETTA, '57, 120, Sern., awheel, pilm, etc., award.  LAMBRETTA, '57, 120 Model D, pilm, taxed.  LAMBRETTA, '57, 150 Model D, pilm, etc., sewbl., super.  LAMBRETTA, '57, 150 Model H, etc., sewbl., super.  LAMBRETTA, '57, 150 Model H, etc., sewbl. super.  LAMBRETTA, '57, 150 Model H, etc., sewbl. super.  LAMBRETTA, '57, 150 Model H, etc., sewbl., super.  LAMBRETTA, '57, 150 Model H, etc., sewbl., super.  MAIOCOLETTA, '57, '250, sern., disead, carrier.  MAIOCOLETTA, '57, '250, sern., disead, carrier.  MAIOCOLETTA, '57, '250, sern., disead, carrier.  MAIOCOLETTA, '57, '50, sern., disead, carrier.  MAIOCOLETTA, '57, '50, sern., disead, carrier.  MAIOCOLETTA, '57, '50, sern., disead, sern., disead, lill.  HAU. '50, (suickly, splo., seeb., horr, taxed).  HEU. '50, (suickly, splo., seeb., sern., spec., sern., spec., spec. | 275<br>£89<br>£109<br>£119<br>£125<br>£135<br>£178<br>£139<br>£45<br>£32<br>£169<br>£169<br>£129<br>£129<br>£129<br>£139<br>£139<br>£139<br>£139<br>£139<br>£139   |   |
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[0554]

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GODFREYS, Ltd., for Bond Minicar 3-wheelers at all depots, including Bushwood Corner, Leyton-stone, B.11. See display adverts. [CloS4/R

GOPREYS, Ltd., the 3-wheeler specialists: Bond spares, sales and service all depots; see display advert.—Over-the-counter Bond spares service at 427. Brighton Rd., Croydon. Upl. 8275. [Cl082/R]

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GEORGE CLARKE pay most, -278, Brixton Hill, [W1019

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SOLE concessionaires for U.K.—Goggomobil, Ltd., 93, 95, Old Brompton Rd., S.W.7. Kni. 7705-6-7-8. [Oll1/R]

MPHW SALES. Ltd., Subble and Miniature car setalistic new and need in stock. Park Ave., Park 24.0, 7. Colors of the control of the car set of

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MMEDIATE delivery; choice of colour.

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[C1114]

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A SK Pankhursts of Hammersmith for demonstration of Heinkel; any vehice taxen in part exchange.— Tel. Riv. 1401. 514-516, King St., Hammersmith, W. 56 [Ol156]

1957 174 Cabin Cruiser de luxe; £325; part ex-changes cars or motor cycles.—Slocombes, l.td. 58-52, Dudden Hill Lane, N.W.10. Willesden 1869/3954.

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40; deposit and £15.45 for 30 months; £398 and £19 per month for used; £500 cash.

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—OR contract hire for £3/15 a week for the year.

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Testwood Motors, main distributors, German trained mechanies, £1,000 sparse always in stock, best exchange price, guarantee and service.—Salibury Rd., Totton, Hants. Totton Still. (0221/R

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RELIANT REGAL

GEORGE CLARKE.

£45 deposit secures delivery of new 1959 Reliant; balance over 5 years.—275-9. High St., Acton. W.5. Acorn 6545, and 278, Brixton Hill. S.W.2. Tules Hill 321.

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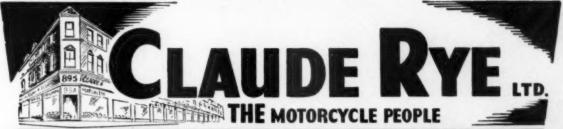
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| 49 TRIUMPH 500, sprung hub,<br>Watsonian Avon s/car  | 698 8          |   |
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| s/car, outfit finished black   | £185 XXX       | į |
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|    | saloon s/car                   | £139  |
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|    | Trinder s/car                  | £130  |
| 49 | TRIUMPH 500, sprung hub,       |       |
|    | Watsonian Avon s/car           | €98   |
| 56 | ENFIELD Meteor, 700, Black-    |       |
|    | nell chassis, Swallow body     | £175  |
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